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San Francisco Community College District

CITY COLLEGE OF SAN FRANCISCO
CHINATOWN / NORTH BEACH CAMPUS

Draft Environmental Impact Report

State Clearinghouse No. 98031039

Draft EIR Publication Date: April 23, 1998
Draft EIR Public Hearing Date: May 19, 1998
Draft EIR Public Comment Period: April 23 to May 23, 1998

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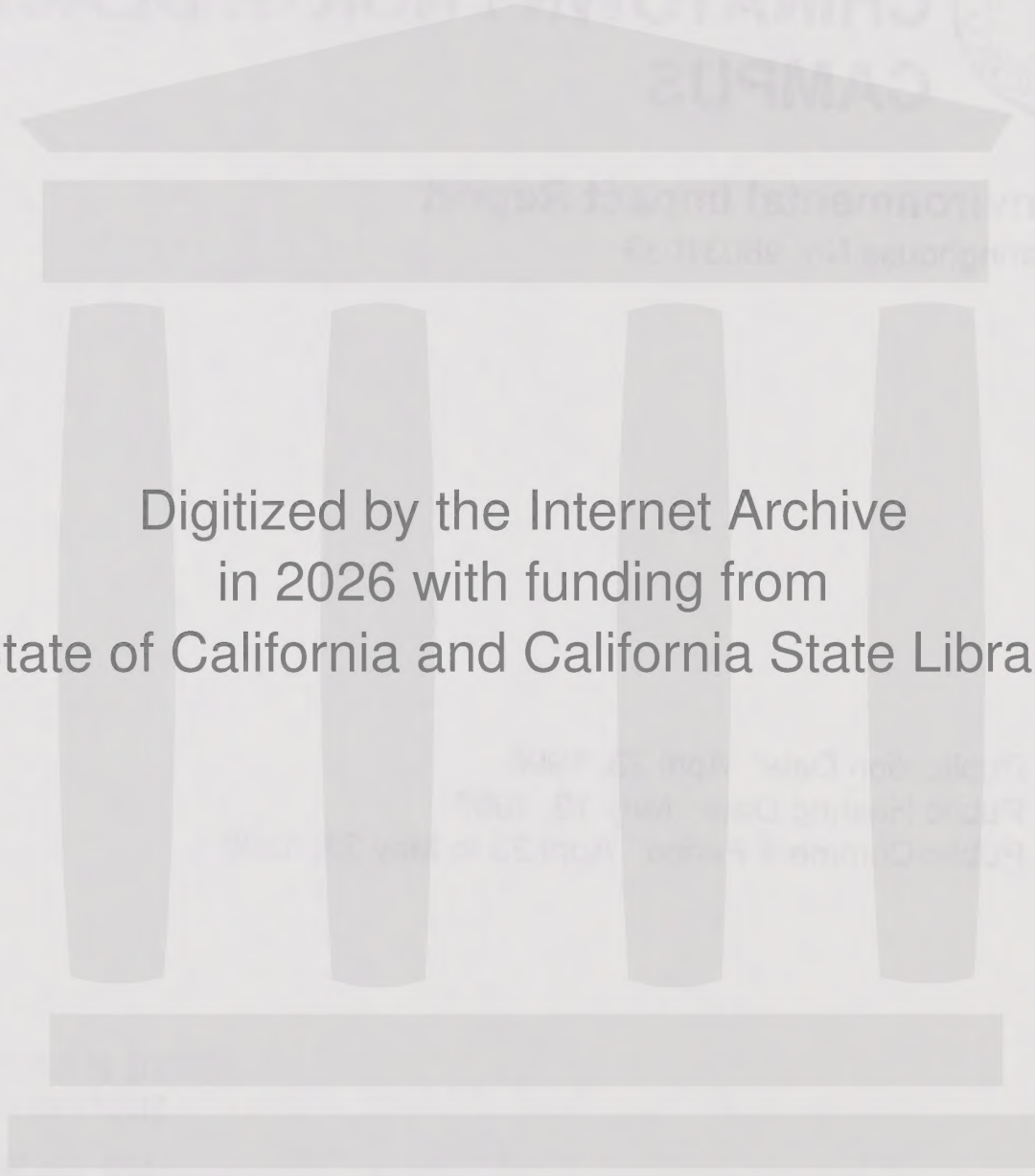

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INTRODUCTION

The San Francisco Community College District (District) is the Lead Agency for the project evaluated in this Environmental Impact Report (EIR). Under the California Environmental Quality Act of 1970 (CEQA), if the project will be carried out by a public agency, that agency shall be the Lead Agency even if the project would be located within the jurisdiction of another public agency (*CEQA Guidelines*, Section 15051[a]). The Lead Agency is responsible for preparing this EIR and has primary responsibility for approving or carrying out the project.

CEQA requires agencies to prepare EIRs "as early as feasible in the planning process to enable environmental considerations to influence project program and design and yet late enough to provide meaningful information for environmental assessment" (*CEQA Guidelines*, Section 15004[b]). On March 9, 1998, the District published a Notice of Preparation in which it was determined that the preparation of an EIR was appropriate to ensure proper review of potentially significant impacts stemming from implementation of the proposed project (see Appendix A). Primary issues to be addressed in the EIR were determined to be Land Use and Zoning, Aesthetics, Historical and Architectural Resources, Transportation, Geology and Soils, and Hazards and Hazardous Materials.

This is the Draft EIR for the City College of San Francisco's (CCSF) proposed new Chinatown/North Beach Campus./1/ The project involves the purchase of Lots 4, 5, and 12 of Assessor's Block 195, the demolition of two existing structures, and the construction of a 158,000-gross-square-foot (gsf) structure to house the new facilities. Two environmental review documents were previously prepared for two projects that included part of the project site—the 1987 *Pan Magna Plaza Mixed Use Development Final EIR* and the 1996 *Kearny Street/Columbus Avenue Project Supplemental EIR*./2/,/3/ This Draft EIR analyzes a

separate project but, where appropriate, incorporates by reference information from those earlier documents.

CEQA requires public agencies to take feasible measures to avoid or minimize any significant environmental damage which could result from proposed projects under their jurisdiction. In determining which mitigation measures or project alternatives are feasible, the public agency can consider economic, legal, social, technological, and other factors. The San Francisco Community College District Board of Trustees (Board) must consider the information in this EIR, along with any other relevant information, when making a decision to approve the campus project. As part of that decision, CEQA requires that findings be made for each significant environmental effect of the project identified in this EIR. These findings set forth the underlying rationale used by the Board in its approval of the project. The findings explain whether and why mitigation measures and project alternatives have been accepted or rejected.

Where there are no feasible mitigation measures or alternatives to reduce the significant effects of the project, CEQA requires the Board to prepare a statement of overriding considerations if it approves the project. A statement of overriding considerations would present the Board's determination that specific overriding economic, legal, social, technological or other stated benefits of the project outweigh the significant environmental effects of the project. Such a statement would explain the Board's decision to proceed with approval of the campus project despite any unavoidable significant adverse environmental impacts.

The review process for the project began with a Notice of Preparation (NOP) and Initial Study, which was prepared and circulated for a 30-day period of review and comment by various public agencies beginning on March 9, 1998. A copy of the NOP and Initial Study is included in this document as Appendix A. Documents referenced in this EIR are available for review at the address below, during normal weekday business hours. The public review period for the EIR begins Thursday, April 23, 1998 and will conclude at 5:00 p.m. on

Saturday, May 23, 1998. A public hearing will be held on Tuesday, May 19, 1998 at 6:00 p.m. at the Chinese American Citizens Alliance auditorium at 1044 Stockton Street in San Francisco. All written comments or questions about the Draft EIR should be addressed to:

Peter A. Goldstein
Chief Operating Officer
San Francisco Community College District
33 Gough Street
San Francisco, CA 94103

NOTES: Introduction

1. State law defines the existing and proposed Chinatown/North Beach facilities as an "educational center," not a "campus" (5 Cal. Code Reg. Section 55827). However, because CCSF routinely refers to its various educational centers throughout San Francisco as "campuses," this project will be referred to as the "Chinatown/North Beach Campus."

2. City and County of San Francisco, Department of City Planning, *Pan Magna Plaza Mixed Use Development, Final Environmental Impact Report*, Planning Department File No. 84.533E, State Clearinghouse No. 86031123, June 4, 1987.

3. City and County of San Francisco, Planning Department, *Kearny Street/Columbus Avenue Project, Final Supplemental Impact Report*, Planning Department File No. 94.615E, State Clearinghouse No. 86031123, December 12, 1996.

I. SUMMARY

A. PROJECT DESCRIPTION AND SITE CHARACTERISTICS

The campus currently occupies a leased site at 940 Filbert Street and provides classes at eight other satellite locations throughout Chinatown and North Beach, and one location in the Marina District. These sites currently serve about 6,000 students, excluding the Marina Middle School site.

A June 1997 Needs Assessment Study and Schematic Building Program for the Chinatown/North Beach Campus identified program needs of 98,000 assignable square feet (asf)/1/ to serve the existing and future needs of the campus./2/ The objectives of the project, as identified in the Needs Assessment Study, include requirements for convenient accessibility to the site and public transportation; disabled, pedestrian, and bicycle accessibility; and adequate parking for students, faculty and staff, and visitors. Other project objectives include adequate physical and infrastructure to serve the site, and appropriate architectural design that would relate to any adjacent architectural and historic resources.

The District proposes to acquire a site for future development of a facility where the existing satellite sites may be consolidated into a single facility. The project site is on Lots 4 (1-21 Columbus Avenue and 610-622 Washington Avenue), 5 (unoccupied and vacant), and 12 (49-55 Columbus Avenue) on Block 195. The new facility would provide space for classroom, laboratory, faculty, administration, student services, and parking uses to accommodate existing needs and future growth in enrollment for nine of the ten current sites. Because of the different program mix offered at the Marina Middle School site, and its different service area, that site would not be consolidated with the other sites, and would remain in operation.

The project would demolish the Colombo Building and the Fong Building that currently occupy Lots 4 and 12, and would construct a new seven- and eight-story building over Ils Lane with a maximum height of 119 feet. The building would be open over Ils Lane, and connected by walkways at levels four through seven. Two levels of subterranean parking are proposed with about 114 parking spaces for students, faculty, and other staff. The building would house 36 classrooms, 16 laboratories (primarily computer and language laboratories), an auditorium and multi-purpose room, administration and faculty offices, a library, and a child care center, totaling about 101,000 asf, or 158,000 gross square feet (gsf). The entrance to the building's main lobby would be from Columbus Avenue. Ground-floor uses would include a senior center, a student bookstore, and possibly, a student-operated restaurant.

Detailed architectural design would be developed at the time of proposed construction, which would not be for several years. Funding for purchase of the property would likely be provided by a previously passed City and County of San Francisco bond measure for educational purposes, if the District Board of Trustees approves the project. Funding for site development has been sought by the District from the California Community Colleges Chancellor's Office. State funding for campus development is uncertain at this time and, if available at all, would likely take two to five years to obtain.

B. MAIN ENVIRONMENTAL EFFECTS

LAND USE AND ZONING

Demolition of the two existing structures and construction of the new campus building would result in a change in the general use of the project site to an institutional, educational use. However, because land uses in the vicinity of the site include a mix of retail, office, and residential activities, the proposed educational use on the project site would not be incompatible with, or substantially alter, the mixed-use character of the site and vicinity, and thus, would not have a significant land use impact.

Demolition of the Fong Building as part of the project would result in the loss of 21 housing units, which would be substantially inconsistent with *San Francisco General Plan* policies related to housing (Objective 3, Policy 1 of the Chinatown Area Plan; and Objective 3 of the Residence Element), and with City Planning Code Section 812, which states that demolition of housing in a Chinatown Residential Neighborhood Commercial (CRNC) district is not a permitted use. While the District could formally exempt itself from requirements of the City Planning Code, the loss of these units would constitute a significant environmental impact.

With regard to preserving architectural resources, several objectives and policies contained in the *Urban Design Element* of the *San Francisco General Plan* apply to the project: Objective 1, Policies 3 and 7; and Objective 2; Policies 4, 5, and 6. The design of the new campus would relate both to the high-rise, office-building character of the Financial District and the older, low-rise neighborhood commercial character of Chinatown and North Beach. Therefore, the project would be consistent with the design goals presented in the *Urban Design Element* of the *San Francisco General Plan*, and would not create a significant urban design impact.

The project would not respond to Policy 4 of Objective 2 of the *Urban Design Element* because the Colombo Building, a structure that is eligible for the National Register of Historic Places, would be demolished as part of the project. The construction of an educational facility would support Objective 8 of the *Community Facilities Element*, which encourages fulfillment of the District's needs. The immediate vicinity of the project site is identified in the *San Francisco General Plan* as a site for a Community College District facility that would enhance both the efficiency and effectiveness of the District./3/

The project site is in a 65-D-2 Height and Bulk District, which limits the height of buildings to 65 feet, with a maximum 200-foot height as a Conditional Use, and a maximum bulk (length and diagonal dimensions) of 110 and 140 feet. While the District could choose to exempt itself from local zoning requirements, a project subject to these controls would require several exceptions from City Planning Code requirements. The height of the

proposed campus building would be up to 119 feet high on the part covering Lots 4 and 5, and 94 feet high on the part covering Lot 12.

AESTHETICS

The overall effect of the project would be to add mid-rise building elements to Columbus Avenue and Chinatown that would contrast with the predominantly two- to four-story structures in North Beach, Chinatown, and Jackson Square. The project would be lower in height and less prominent than existing high-rise buildings in the Financial District to the south and east. The project would also be less prominent than the approved, 15-story St. Mary's project adjacent to the proposed Chinatown/North Beach Campus site on the same block.

The project would not substantially adversely affect the visual character of the environs of the site, which already contains multiple-story structures. Other high-rise structures are adjacent to the project site (Montgomery-Washington Tower and Transamerica Pyramid) and other high-rise projects are approved, such as the St. Mary's project. Based on an analysis of the views of the site, the project would not substantially degrade views from public areas, nor have a demonstrable negative aesthetic effect. Accordingly, the project would not have significant, adverse aesthetic effects.

HISTORICAL AND ARCHITECTURAL RESOURCES

The project would demolish the Colombo Building, which is eligible for listing on the National Register of Historic Places. The Colombo Building was recommended at one time for San Francisco City Landmark Status by the Landmarks Preservation Advisory Board, but the Planning Commission never acted on this recommendation. The Chinatown Plan of the *San Francisco General Plan* rates the Colombo Building as a "significant" contributor to the historic character of Chinatown. The demolition of the Colombo Building would mean the loss of an historic structure and would cause a significant adverse impact on the historic resources of the project site.

The Fong Building would also be demolished as part of the project. That building has been determined not to be eligible for the National Register. The Fong Building is designated as "compatible" in the *Chinatown Area Plan*, meaning it contributes to the historical character of Chinatown, but the Plan does not find the building architecturally significant. Demolition of the Fong Building would not be a significant effect.

The project site is not within either the Chinatown Historic District or the Jackson Square Historic District. Demolition of the Colombo Building and the Fong Building would not significantly affect the architectural resources or integrity of those districts.

TRANSPORTATION

About 90% of students and 40% of faculty and staff currently take public transit, walk, or bike to the sites. The proposed new campus would generate a total of approximately 855 person-trips during the weekday PM peak hour. Based on trip distribution data, the addition of project-related traffic would result in little or no change in average vehicle delays at the study intersections. All intersections would remain operating at the same LOS B as under existing conditions, and no significant traffic impacts would be created during the PM peak hour.

The proposed project would provide a total of 114 off-street parking spaces in the two, below-grade parking levels for faculty, staff, and students of the new campus. The proposed project would create a total peak parking demand for about 200 spaces by the students and 20 by the faculty/staff. There would be a shortfall of about 105 parking spaces for students who drive to class. Parking shortfalls relative to demand are not considered significant environmental impacts in the urban context of San Francisco because the City supports a "Transit First" policy, which emphasizes a shift from the personal automobile to public transit use.

A total of 14,061 Muni passengers leave the transportation study area daily. Capacity utilization for all lines is 70%. Thus, the lines have capacity to accommodate additional

passengers. Based on estimates of transit usage for trips generated by the proposed project, the project would generate approximately 428 transit trips (210 inbound and 218 outbound) during the weekday PM peak hour. The addition of 218 transit riders would not substantially increase the number of passengers to affect peak-hour capacity utilization. The overall Muni system capacity utilization would increase from about 70% to about 71% due to project ridership. It is not anticipated that ridership on any one bus line would exceed the capacity. The addition of project-related transit trips would not result in any significant impacts during the weekday PM peak hour.

The proposed project would generate approximately 750 pedestrian trips during the PM peak hour (between 5 PM and 6 PM). Existing-plus-project pedestrian trips were assigned manually to all crosswalks at the intersections of Kearny Street/Washington Street and Columbus Avenue/Montgomery Street/Washington Street. The addition of project-related pedestrian traffic would not significantly impact the crosswalks at the study intersections. All crosswalks would continue to operate at LOS B or better conditions during the weekday PM peak hour, indicating that pedestrians would generally cross under free-flow conditions, with little conflict with other pedestrians.

The proposed project would provide one off-street freight loading dock with enough room for two, 12-foot-wide by 40-foot-long loading spaces. The proposed project would generate a demand for 1.3 spaces during the peak loading hour and 1.0 space during an average hour. Comparing the supply to the estimated demand, the loading demand generated by the proposed project could be met within the supply. The proposed project would be approximately 158,000 gsf. Under the City Planning Code Section 152, one off-street loading space would be needed. The two loading spaces proposed would be consistent with the City Planning Code requirements; therefore the project would not cause significant traffic disruptions from double-parked delivery vehicles.

Construction activity for a project of this magnitude is estimated to last approximately two years. Temporary transportation impacts would result from truck movements to and from the site during demolition of the two existing buildings, excavation of the new garage, and foundation and building activity. A temporary lessening of the capacities of streets could result due to the slower movement and larger turning radii of trucks. This reduction in capacity would be a temporary, short-term effect and would not be expected to occur on a daily basis during the two-year construction period. Construction transportation effects are temporary and therefore are not considered significant environmental impacts.

While most construction staging would occur on-site, it is anticipated that sidewalk closures would be required around the site (Washington Street and Columbus Avenue), and that adjacent curb lanes would be occupied to provide pedestrian detours, or that pedestrians would be rerouted to sidewalks across the streets. Such closures would be subject to review and approval by the San Francisco Department of Public Works. Temporary relocation of bus stops adjacent to the site may also be needed, subject to Muni review and approval. Double parking of trucks along Columbus Avenue or Washington Street may also be required for trucks unloading materials.

The project will include measures to reduce the effects of construction traffic and to minimize congestion. Generally, during the construction period, construction truck movement would be permitted only between 9:00 AM and 3:30 PM and after 6:30 PM and before 7:00 AM to minimize peak hour traffic conflicts. The District and construction contractor(s) would meet with the City's Traffic Engineering Division of the Department of Parking and Traffic, the San Francisco Fire Department, Muni, and the Planning Department to determine additional feasible traffic mitigation measures to reduce traffic congestion, including transit disruption (for example, potential relocation of bus stops), and pedestrian circulation impacts during construction of the project. Prior to constructing any foundations, the District or its contractors would consult with the Department of Parking and Traffic to establish a route for truck traffic that would cause the least interference with morning commute traffic on city streets.

There would be a temporary parking demand by construction workers. The amount of construction worker parking demand is unknown at this time. The demand would depend on the number of workers needed at the site, which in turn depends on the stage and level of construction activities. It is anticipated that construction workers would not park near the project site, but would park in an off-site location and be shuttled to the site. Parking arrangements at an off-site location during the construction period would be determined by the contractor.

To estimate future cumulative traffic, existing traffic volumes were adjusted based on a growth rate derived from information provided in the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure 1996 FEIR*./4/ A review of this document indicates an annual growth rate of approximately 1%, or a total growth of 18.4% over 17 years for the 1998 counts. This percentage was used to derive future (Year 2015) cumulative traffic volumes for the weekday PM peak hour conditions. This growth rate is assumed to include growth from the proposed project.

The future (Year 2015) street network in the study area is represented by the Department of Parking and Traffic (DPT) Variant Alternative, the approved alternative developed as part of the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure FEIR* study. As part of this variant alternative, intersection geometric improvements would be implemented at the study intersection of The Embarcadero/ Washington Street, which would include a second, exclusive, northbound, left-turn lane on The Embarcadero and a second, eastbound, through lane on Washington Street. All seven intersections in the transportation study area would operate at LOS C or better under Year 2015 Cumulative conditions. Therefore, cumulative impacts of traffic on intersections would be less than significant.

The effects of other transportation topics such as parking or pedestrian conditions do not change substantially when discussed in terms of cumulative effects. Most of the parking supply near the project site is comprised of parking structures as opposed to surface parking

lots. Because surface parking lots are the most likely to be displaced by cumulative project development, it is not likely that the overall parking supply near the project site would change substantially under Future (Year 2015) Cumulative-with-Project conditions. Therefore, cumulative parking impacts from development on the project block would be less than significant.

With the addition of the St. Mary's project on Lots 11 and 13 of the project block, cumulative pedestrian-volume conditions in the project vicinity could be expected to be slightly worse than LOS B or better, as estimated for Existing Plus Project conditions, but would not likely reach or exceed LOS D. Therefore, cumulative pedestrian impacts from development on the project block would be less than significant. No methodology is available with which to evaluate cumulative pedestrian-volume conditions in intersections within the City beyond the project block because it is too speculative to establish precisely what intersections future employees and residents from blocks other than the project block would use to walk to transit, to shopping, or to other destinations. Therefore, cumulative pedestrian analyses were not performed for the project.

To minimize cumulative traffic impacts due to lane closures during construction, the District would ensure that the construction contractor(s) coordinates with the construction contractor(s) for any nearby projects that are concurrently planned for construction.

GEOLOGY AND SOILS

The project site is underlain partly by deposits of Bay Mud and partly by dense sandy silt. Dynamic site-response models are required, by the California Building Code (CBC), to be developed by the geotechnical investigation team prior to the design of the project to assess soil conditions at the project site. During an earthquake, the minimum anticipated acceleration of the project area is at least 0.5g./5/ This level of ground shaking could cause damage to structural elements of buildings and utility lines (twisting, breakage, debris shedding) and could cause associated ground failure, such as liquefaction (tilting or settlement of foundations), all of which pose risks of injury or death to people in or near the

affected structures. The CBC requires the use of site-specific seismic factors (as designated in the CBC) in the modeling which establishes the design of the seismic-restraint systems to be built into the foundations and structures at the project site. The direct results of ground shaking (structural damage) and its secondary results (exposure of people to seismic hazards) would be reduced to an acceptable level by compliance with the existing regulations in force for the development of the Chinatown/North Beach Campus. Therefore, the impact is considered less than significant.

Recent analyses of sites in San Francisco underlain by substantial thicknesses of unengineered fill and Bay Mud indicate that seismically induced peak ground accelerations of 0.2g or higher could cause liquefaction of some of the saturated subsurface fill materials. Deep foundations (such as pile-supported foundations or deep mat foundations) are necessary for major structures throughout the vicinity of the project site to prevent the effects of liquefaction./6/ The CBC requires the use of site-specific support factors (as designated in the Building Code) in the modeling which establishes the design of pile-supported or deep mat foundations at the project site. The direct results of liquefaction (structural damage) and its secondary results (exposure of people to seismic hazards) would be reduced to an acceptable level by compliance with the existing regulations in force for the development of the Chinatown/North Beach Campus. Therefore, the impact is considered less than significant.

HAZARDS AND HAZARDOUS MATERIALS

Site investigations have concluded that soil or groundwater at Lot 12 may be contaminated, although possible contamination has not been confirmed. A Pacific Gas & Electric company transformer appears to be located on the east side of the site along Ils Lane; however, no other information is available regarding the potential for the Fong Building to contain building components containing hazardous materials. If hazardous materials were to exist in the Fong Building, they could pose hazards to workers, neighbors, and the environment during building demolition. As part of the project, the District would conduct investigations and implement measures as necessary, in accordance with health, safety, and environmental

laws, regulations, and standards. Therefore, the project would pose a less-than-significant impact.

C. MITIGATION MEASURES

Primary measures that would mitigate potentially significant environmental effects are presented below. A full recitation of mitigation measures identified in the Initial Study is presented in Chapter IV, Mitigation Measures.

HOUSING

HG-1 Replacement Housing: The District would participate in the Treasure Island Consortium to renovate existing housing at the former Treasure Island Naval Station, to be made available for City College faculty and students. The District Board of Trustees in March 1998, authorized City College of San Francisco participation in the Treasure Island Consortium. Under the consortium plan, about 600 existing 3- and 4-bedroom units, former military housing at the Treasure Island Naval Station, would be renovated for rental to students, faculty, and staff associated with consortium members. The consortium includes the City College of San Francisco, the University of California San Francisco, and the University of San Francisco. Up to 50 units would be set aside for City College use. These units would likely be made available primarily to faculty and foreign students. The units are expected to be available beginning in the Fall 1998 term.

ARCHITECTURAL RESOURCES

AR-1 Historic Documentation: Prior to the demolition of the Colombo Building, the seller of Lots 4 and 5, the Pan Magna Group, would prepare historic documentation, to Historic American Buildings Survey (HABS) recordation standards, which would include the following:

- A written description of the Colombo Building;

- Photographic documentation of the exterior of the Colombo Building. Such documentation would be provided to HABS standards of detail and quality for photographic documentation in 4x5 or 5x7 photographs and negatives;
- A full set of measured drawings of the Colombo Building. Such drawings would be prepared according to HABS standards of detail and executed in ink on mylar.

Copies of the narratives, photographic documentation, and detailed notes on the measurement of the Colombo Building would be submitted to the City and County of San Francisco Planning Department prior to authorization of any permit that may be required for demolition of the Colombo Building by the District. Completed drawings would be provided to the Planning Department within 180 days after issuance of any required demolition permit.

In addition, the Pan Magna Group would prepare and transmit the photographs and descriptions of the Colombo Building to the Landmarks Preservation Advisory Board, State Office of Historic Preservation, National Park Service, Bancroft Library at the University of California, Berkeley, and the History Room of the San Francisco Public Library.

D. ALTERNATIVES

NO PROJECT ALTERNATIVE

The No Project/Existing Conditions Alternative (Alternative A1) would entail no physical change to the site as it now exists. Lot 4, the Colombo Building, would be retained, and Lot 5, the adjacent excavated parcel, would remain vacant. Lot 12, the Fong Building, would remain as currently developed.

If Alternative A1 were implemented, none of the impacts associated with the proposed project would occur. In general, the environmental characteristics of the No Project

Alternative would be those described in the Setting sections of this EIR (see Chapter III, Environmental Setting and Impacts). There would be no effects on historic architectural resources, as the Colombo Building would not be demolished. The Fong Building would not be demolished, avoiding demolition of residential units, and therefore, avoiding conflict with City Planning Code provisions for the Chinatown Community Business District.

The No Project/Previously Approved Office/Residential Project (Alternative A2) would construct the previously approved Kearny Street/Columbus Avenue project on Lots 4 and 5 of the project site. Alternative A2 would avoid removing 21 residential units because the Fong Building on Lot 12 would not be demolished. The Colombo Building would be demolished for the Kearny Street/Columbus Avenue project, and this alternative would not avoid the significant impact of demolishing a building that is eligible for listing on the National Register of Historic Places.

DEVELOPMENT OF LOTS 4 AND 5 / NO HOUSING DISPLACEMENT ALTERNATIVE (ALTERNATIVE B)

Alternative B would develop a smaller Chinatown/North Beach Campus, with about 65,000 asf and 104,000 gsf on Lots 4 and 5 only. This alternative would not develop Lot 12, thereby avoiding the demolition of the Fong Building and the loss of 21 housing units. This alternative would include a 109-foot-tall (including a mechanical penthouse), eight-story building. This alternative would provide about 65% of the program space proposed with the project (i.e., 101,000 asf and 158,000 gsf), or about 15 classrooms and 7 laboratories, compared to 36 and 16, respectively, provided under the proposed project. The alternative would provide about 40 parking spaces, compared to 114 with the project.

Alternative B would develop approximately 65% of the proposed project's program requirements. As a result, impacts of the proposed project that are proportionately related to the size of development (land use, urban design, and transportation) would be reduced correspondingly. As with the project, the demolition of the Colombo Building with this alternative would be a significant adverse effect. This alternative would avoid the significant

effect of the loss of 21 residential units on Lot 12, and would respond to City Planning Code requirements for maintaining housing supply in Chinatown.

PRESERVATION ALTERNATIVE (ALTERNATIVE C)

Alternative C would retain the Colombo Building, and would add one floor to the Colombo Building, covering 75% of the building footprint. A new eight- and seven-story building would be constructed on Lots 5 and 12 that would provide one and one-half levels of subterranean parking. The height of the new building at Lot 5 would be approximately 109 feet, and at Lot 12, the height would be approximately 94 feet. The height of the Colombo Building, with the additional floor, would be approximately 48 feet. Alternative C would develop approximately 75% of the proposed project's program requirements, about 73,000 asf of program space, or 119,000 gsf, with similar uses as the proposed project. There would be 50 total parking spaces for students, faculty, and other staff.

The primary objective of Alternative C would be the preservation of the Colombo Building, which is eligible for listing in the National Register of Historic Places. This would avoid the significant impact of demolishing the Colombo Building, which would occur with the project as proposed. As with the proposed project, demolition of the Fong Building would result in the loss of 21 residential units. This alternative is considered the environmentally superior alternative because it would avoid demolition of the Colombo Building, considered eligible for the National Register of Historic Places.

ALTERNATIVE SITES CONSIDERED

The selection of an alternative site would avoid the demolition of the Colombo and Fong Buildings, thus avoiding the significant effects of demolishing a building that is eligible for the National Register, and a building containing 21 residential units.

E. AREAS OF CONTROVERSY

The project area has been controversial since tenants of the International Hotel (a low-cost, long-term residential hotel) were evicted in 1977, and the hotel was demolished in 1979. The site of the International Hotel is adjacent to the project site. A project was approved in December 1996 on that site to provide senior housing, a Catholic Center/School, and parking.

Controversial issues for this project include the demolition of the Colombo Building on Lot 4, and the loss of 21 residential units in the Fong Building on Lot 12.

NOTES: Summary

1. Assignable square footage is the sum of that part of the building designed for program space. ASF is measured from the inside of walls.

2. Beverly Prior Architects, *Needs Assessment Study and Schematic Building Program, Chinatown/North Beach Campus, City College of San Francisco*, June 10, 1997.

3. City and County of San Francisco, Planning Department, *San Francisco General Plan*: Community Facilities Element, Map 6, the Public Schools Facilities Plan.

4. U.S. Department of Transportation; Federal Highway Administration; State of California, Department of Transportation; City and County of San Francisco, Planning Department, *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure, Final Environmental Impact Statement/Environmental Impact Report*, Planning Department File Nos. 92.202E and 94.060E, State Clearinghouse No. 92083065, August 1996. This FEIR is available for review in the administrative offices of the District at 33 Gough Street.

5. Greensfelder, R.W., *Maximum Credible Rock Acceleration from Earthquake in California*, California Division of Mines and Geology, Map Sheet 23, 1974, scale 1:2 500 000.

6. Treadwell & Rollo, *Draft Geotechnical Investigation, Pacific Bell Park, San Francisco, CA*, September 4, 1996, Appendix E, Seismic Hazard Analysis, Figures E-7 - E-12.

II. PROJECT DESCRIPTION

A. PROJECT OBJECTIVES AND BACKGROUND

The San Francisco Community College District (District) proposes to acquire a site for future development of a consolidated Chinatown/North Beach Campus/1/ of the City College of San Francisco (CCSF). Since 1981, the campus has occupied a leased site at the former Hancock Grammar School at 940 Filbert Street, in the Russian Hill-North Beach area, and also provides classes at eight other satellite locations throughout Chinatown and North Beach, and one location in the Marina District. These sites currently serve about 6,500 students. The new site would provide adequate classroom, laboratory, faculty, administration, student services, and parking space to accommodate existing needs and future growth in enrollment for nine of the ten current sites. (The Marina Middle School site would remain in operation.)

The existing 940 Filbert Street structure is an unreinforced masonry building, is not handicapped accessible, and does not meet current structural or seismic codes. San Francisco Community College District's 1999-2003 Five-Year Construction Plan presents the services of the District and its needs for meeting future goals./2/ The District's educational plan includes three priorities: maintain open access to all adults who can benefit from a post-secondary education; maintain quality service; and make continuous efforts to meet the changing needs of San Francisco residents and the Bay Area workforce. In order to meet these goals, the District has identified the need to maintain CCSF's infrastructure through renovation and restoration of older facilities and construction of new facilities where appropriate and necessary. With regard to the Chinatown/North Beach Campus, the plan states that the current facilities, housed in a leased grammar school, are sub-standard. The District has therefore decided that a new facility consolidating course offerings is a project that would support the District's educational plan by providing direct access to academic programs. The Chinatown/North Beach Campus is the

District's second, highest-ranked, academic building project in the Five-Year Construction Plan.

A June 1997 Needs Assessment Study and Schematic Building Program for the Chinatown/North Beach Campus identified program needs of 98,000 assignable square feet (asf)/3/ for a consolidated campus (excluding the Marina Middle School site)./4/ The following are the objectives of the project, as identified in the Needs Assessment Study:

- Site Accessibility: The new campus location should be conveniently situated within the community it will serve and should facilitate use by all age groups as well as attract City-wide students.

- Accessibility to Public Transportation: The new campus should be located in close proximity to major transportation lines (BART and Muni) for the safety of the students in accessing the site. Vehicular congestion can be controlled with a site location that provides direct public transportation connections with downtown.

- Disabled Access: The site, building program, services, and activities must be accessible to those with disabilities in conformance with the California Building Code and the Americans with Disabilities Act of 1990.

- Pedestrian Access: At this time, approximately 36% of the students walk to the various campus sites. This factor should be strongly considered in evaluating the location of potential sites. The new site must also be adaptable to provide compliance with applicable codes for disabled access.

- Bicycle Access: Because the use of bicycles as a means of transportation continues to grow in San Francisco, secure bicycle racks should be provided.

- Parking Demands: About 350 parking spaces are needed (at one time) to accommodate students, faculty and staff, and visitors, with about 20 of those spaces dedicated for disabled access. If a site that can accommodate the amount of proposed parking is not available and off-site parking is therefore necessary, the building site would still require a limited amount of parking for administration, faculty, visitors, and disabled users.

- Site Utility Requirements: Adequate utility and infrastructure needs, including water, sewer, electricity, and gas, should be readily available to serve the site.

- Site Area Requirements: The recommended lot area is about 82,000 square feet. If a site cannot accommodate a parking structure of the proposed size, then based on the

facilities proposed for the consolidated campus (auditorium, multi-purpose room, and some student service and administrative spaces) that should be located on the ground floor, the recommended site area would be 59,400 square feet or 1.36 acres. A smaller site would increase the number of floors, which in turn would increase the square footage dedicated to circulation, elevators, and stairs.

- Architectural Design: The final design of the new campus facility should relate appropriately to the historic fabric of any adjacent architectural and historic resources. The District would consult with neighborhood and community groups regarding architectural design.

To implement the District objectives, District and campus staff reviewed available sites for lease or purchase. After a search process lasting several years, in May 1997, the District entered into a purchase agreement, subject to various conditions, for a site at Columbus Avenue and Washington Street, and in December 1997, entered into an agreement subject to conditions, to purchase the adjacent parcel at Lot 12 on Columbus Avenue.

B. CHINATOWN/NORTH BEACH CAMPUS ACTIVITIES AND PROJECTED GROWTH

In 1981, the District negotiated a long-term lease with the San Francisco Unified School District for the former Hancock Grammar School building, on the border of the North Beach and Russian Hill neighborhoods, at 940 Filbert Street. The building made possible the centralization of administrative, student, and clerical support services, and provided improved instructional facilities. With the continued growth of enrollment and programs, the Chinatown/North Beach Campus now comprises the main 35,800-gross-square-foot (gsf)/5/ campus at 940 Filbert Street and nine satellite locations throughout Chinatown and North Beach, including one site in the Marina District west of Chinatown/North Beach (see Figure 1). Due to the high demand for classes, there has been a continued reliance on community agencies for additional classroom space to support the campus. As of January 1998, classes were held at the following locations:

Source: EIP Associates

EIP

Existing Chinatown/North Beach Satellite Sites **Figure 1**

Chinatown/North Beach Campus EIR

- Main Campus
  940 Filbert Street
- Telegraph Hill Neighborhood Center
  660 Lombard Street
- Chinatown Salvation Army
  1450 Powell Street
- Jean Parker Elementary School
  840 Broadway
- St. Mary's (Chinatown/North Beach Annex), 880 Clay Street
- Charity Cultural Center
  827 Stockton Street
- First Chinese Baptist Church
  15 Waverly Place
- YMCA
  855 Sacramento Street
- Self-Help for the Elderly
  407 Sansome Street
- Marina Middle School
  3500 Fillmore Street

Together, the ten sites, including 940 Filbert Street, serve approximately 6,500 total full-time and part-time students. Without the Marina Middle School site, which is not part of the proposed project, the remaining nine sites serve about 6,000 students. Employment at the campus fluctuates from semester to semester, depending on student enrollment. Excluding the Marina Middle School site, the campus has a total of about 130 part-time and full-time employees. Classes are offered seven days a week and four weekday evenings. During the school year, almost half of all classes are offered during morning hours between 8 a.m. and 12 noon. About 30% of classes are offered during the evening between 6:30 p.m. and 9:00 p.m. Classes and programs at the nine sites to be consolidated by this project include the following, as of January 1998:

- ESL (English as a Second Language) instruction
- ESL/Citizenship
- Vocational ESL for health and food service workers
- Business and finance classes
- Vocational Office Training Program
- Computer application classes
- Chinatown American Cooks School
- Asian American studies
- Child development
- Transitional studies
- Home health aid
- Vocational ESL for Housekeeping
- Vocational ESL for Chinese Cooks
- Tai Chi

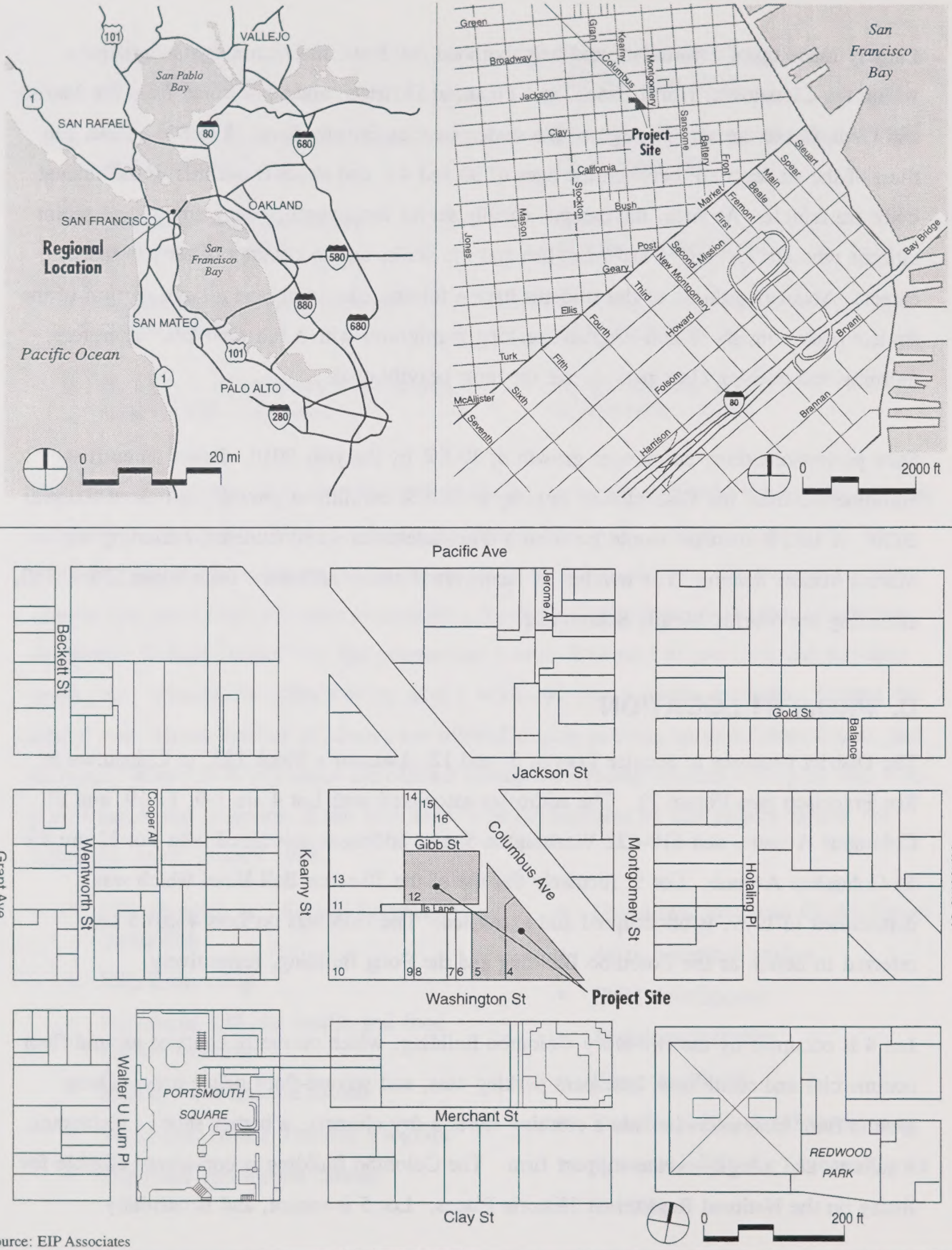
Largely made up of community and neighborhood residents, most campus students live within the Chinatown, North Beach, and Financial Districts, and some come from the Marina and Civic Center areas. The age of the students varies broadly from 18 to 80. About one-third of the students are between the ages of 30 and 44, and about two-thirds of the student body are female. As such, the campus equally serves local youth, young adults, and senior citizens who are seeking to learn English and life skills, and to obtain a better job and/or career. About two-thirds of the students have a foreign education, and a large portion of the student body consists of non-English-speaking immigrants with a full-time job. Therefore, morning and evening class periods are the most heavily used.

State projections show enrollment growth of 10.5% by the year 2010. Based on current enrollment trends, the District does not expect 10.5% enrollment growth until about the year 2020. A 10.5% increase would be from 6,000 students to 6,630 students, excluding the Marina Middle School. The number of faculty/staff also would grow from about 130 to 150, excluding the Marina Middle School site.

C. PROJECT LOCATION

The District proposes to acquire Lots 4, 5, and 12, Assessor's Block 195, in Chinatown in San Francisco (see Figure 2). The addresses associated with Lot 4 are 1-9, 11-19, and 21 Columbus Avenue, and 610-622 Washington Street; addresses associated with Lot 12 are 49-55 Columbus Avenue. Lot 5, formerly the site of the 70-room Bell Hotel which was demolished in 1979, is unoccupied and excavated. The buildings on Lots 4 and 5 are referred to herein as the Colombo Building and the Fong Building, respectively.

Lot 4 is occupied by the two-story Colombo Building, which currently contains ground-floor commercial and retail uses, basement parking uses, and second-floor office uses. These ground-floor businesses include a clothing store, a dry cleaners, a barber shop, a restaurant, a gallery, and a legal-service support firm. The Colombo Building is considered eligible for listing on the National Register of Historic Places. Lot 5 is vacant, and is currently



Source: EIP Associates

EIP

Project Location Figure 2

Chinatown/North Beach Campus EIR

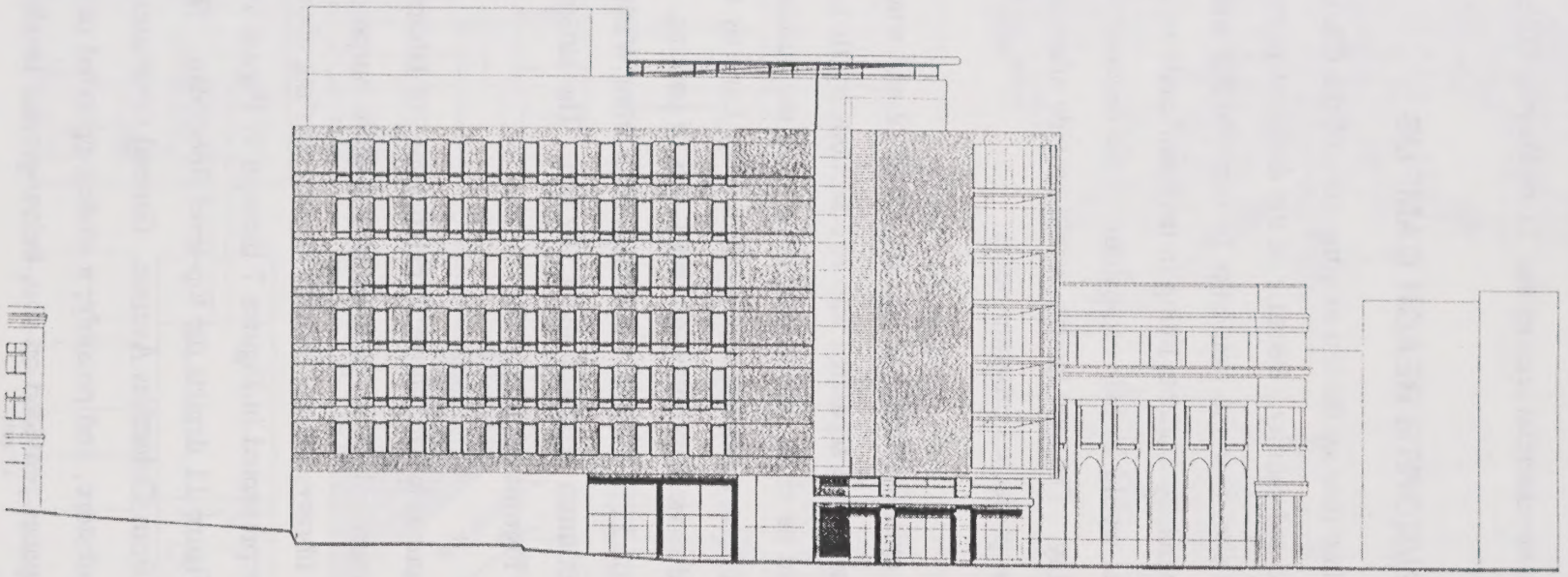
excavated to a depth of about 10 feet below street grade. Lot 12 is occupied by the Fong Building, a three-story structure with commercial tenants and 21 residential units.

D. PROPOSED CHINATOWN/NORTH BEACH CAMPUS

The proposed project would consolidate nine of the ten existing sites of the Chinatown/North Beach Campus into a single, consolidated facility. Because of the different program mix offered at the Marina Middle School site, that site would not be consolidated with the other sites. In addition, that site serves primarily students living in neighborhoods to the west of Chinatown/North Beach. The project would include acquisition of the necessary parcels for construction of the consolidated facility. The new facility would provide adequate space for the consolidated campus' existing and projected program needs.

The project would demolish the two existing buildings on Lots 4 and 12 and would construct a new building. The new building would be separated into two sections by Ils Lane; the part of the building on Lots 4 and 5 would be eight stories, and the part of the building on Lot 12 would be seven stories. The two sections would be connected over Ils Lane by walkways at levels four through seven, and would share two below-ground levels of parking. Including a mechanical penthouse, the structure on Lots 4 and 5 would step back from Washington Street at a height of about 109 feet to a maximum height of about 119 feet. The structure on Lot 12 would be about 94 feet high (see Figures 3 through 6).

The new Chinatown/North Beach Campus would house 36 classrooms, 16 laboratories (primarily computer and language laboratories), an auditorium and multi-purpose room, administration and faculty offices, a library, and a childcare center, totaling about 101,000 asf, or 158,000 gsf. Floor plans are presented in Figures 7 through 9; Figure 10 shows a typical upper-level floor plan, and Figure 11 depicts the top-level floor plan. The entrance to the building's main lobby would be from Columbus Avenue. Ground-floor uses would include a senior center, a student bookstore, and possibly, a student-operated restaurant. There would be about 114 parking spaces provided on two, below-ground levels for students, faculty, and other staff (see Figure 12).



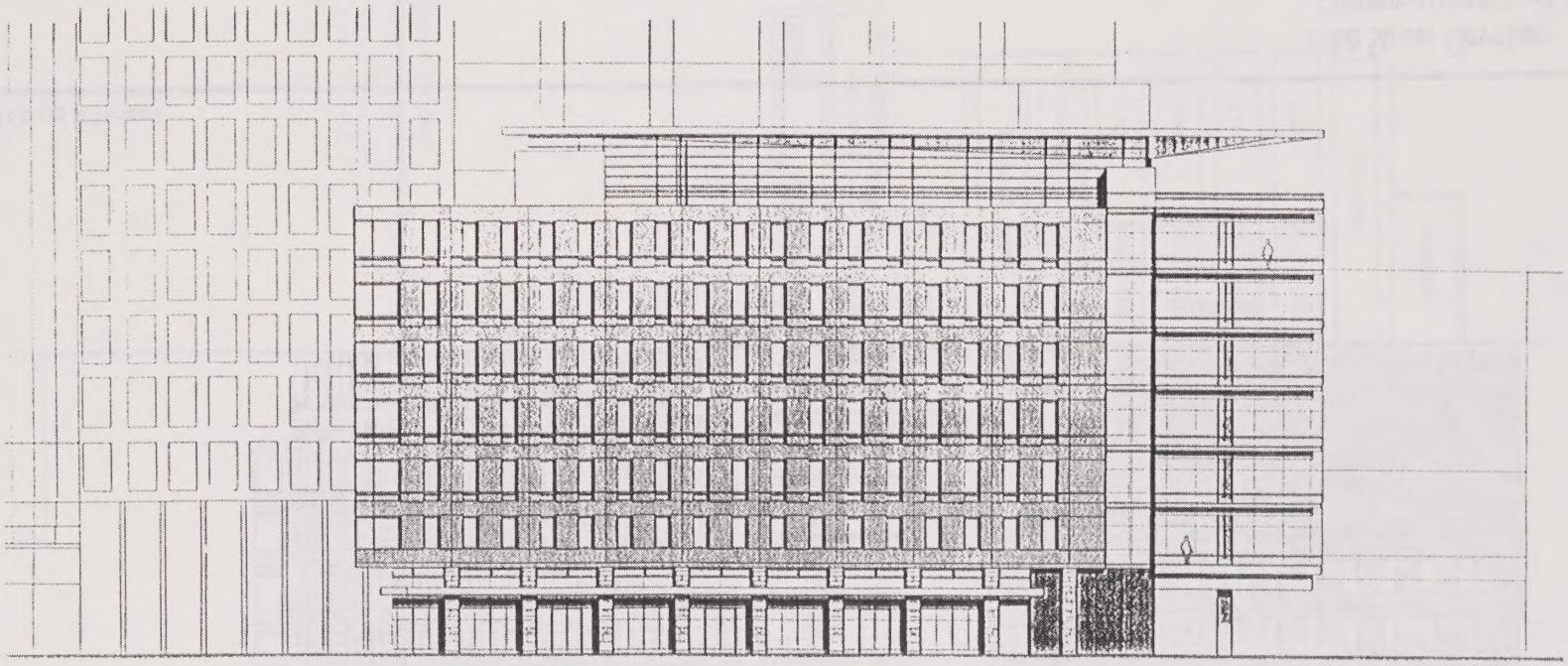
Washington Street

Source: Gordon H Chong & Partners

EIP

Washington Street Elevation Figure 3

Chinatown/North Beach Campus EIR



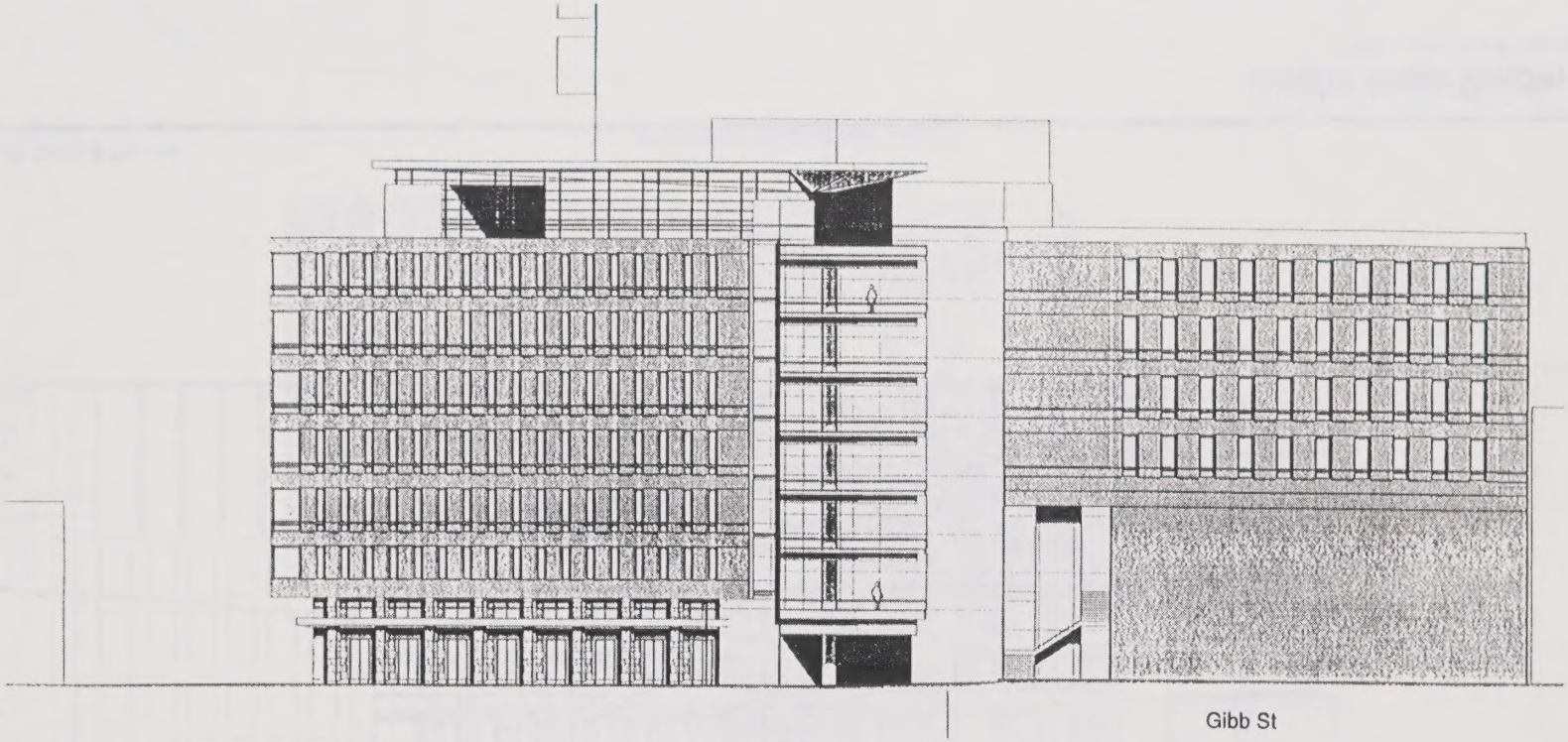
Columbus Avenue

Source: Gordon H Chong & Partners

EIP

Columbus Avenue Elevation Figure 4

Chinatown/North Beach Campus EIR



Source: Gordon H Chong & Partners

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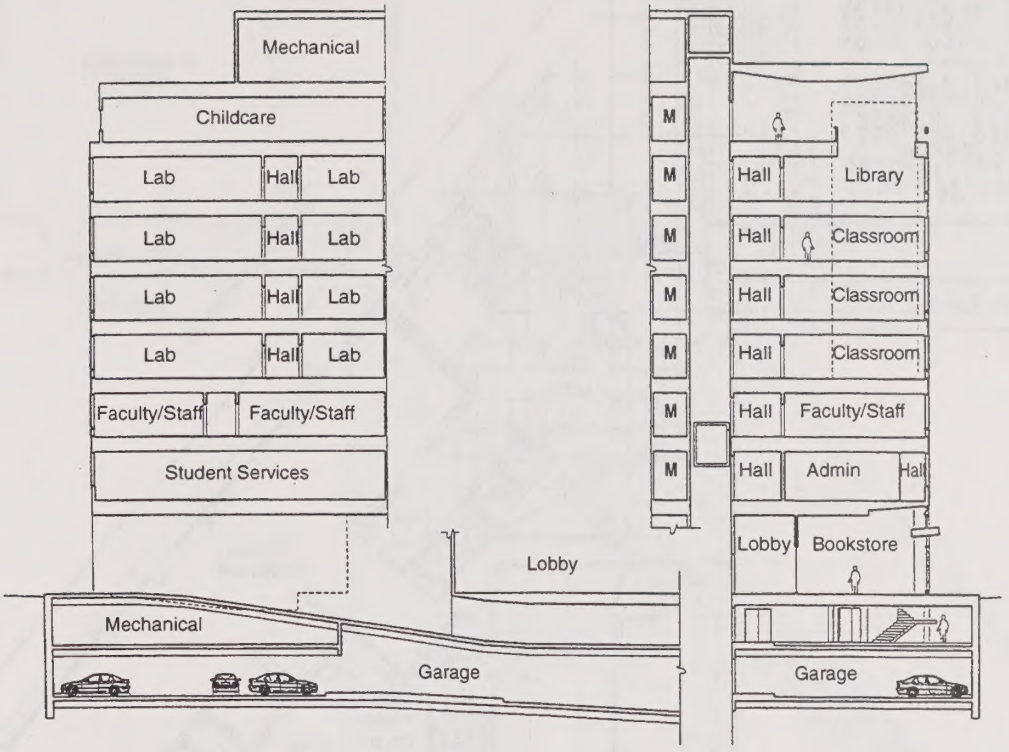
Gibb Street Elevation Figure 5

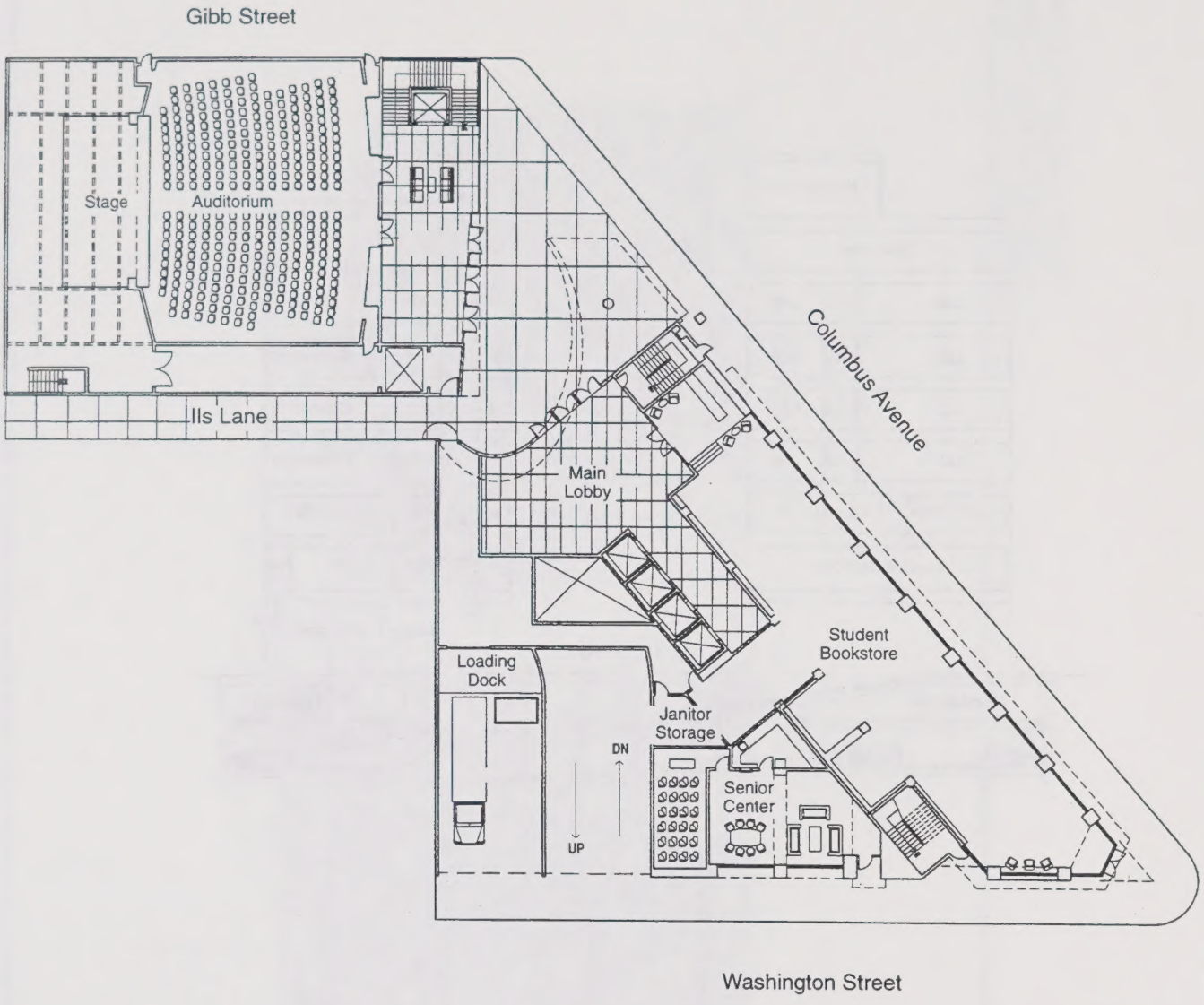
Chinatown/North Beach Campus EIR



Source: Gordon H Chong & Partners

EIP

Building Section Figure 6
Chinatown/North Beach Campus EIR

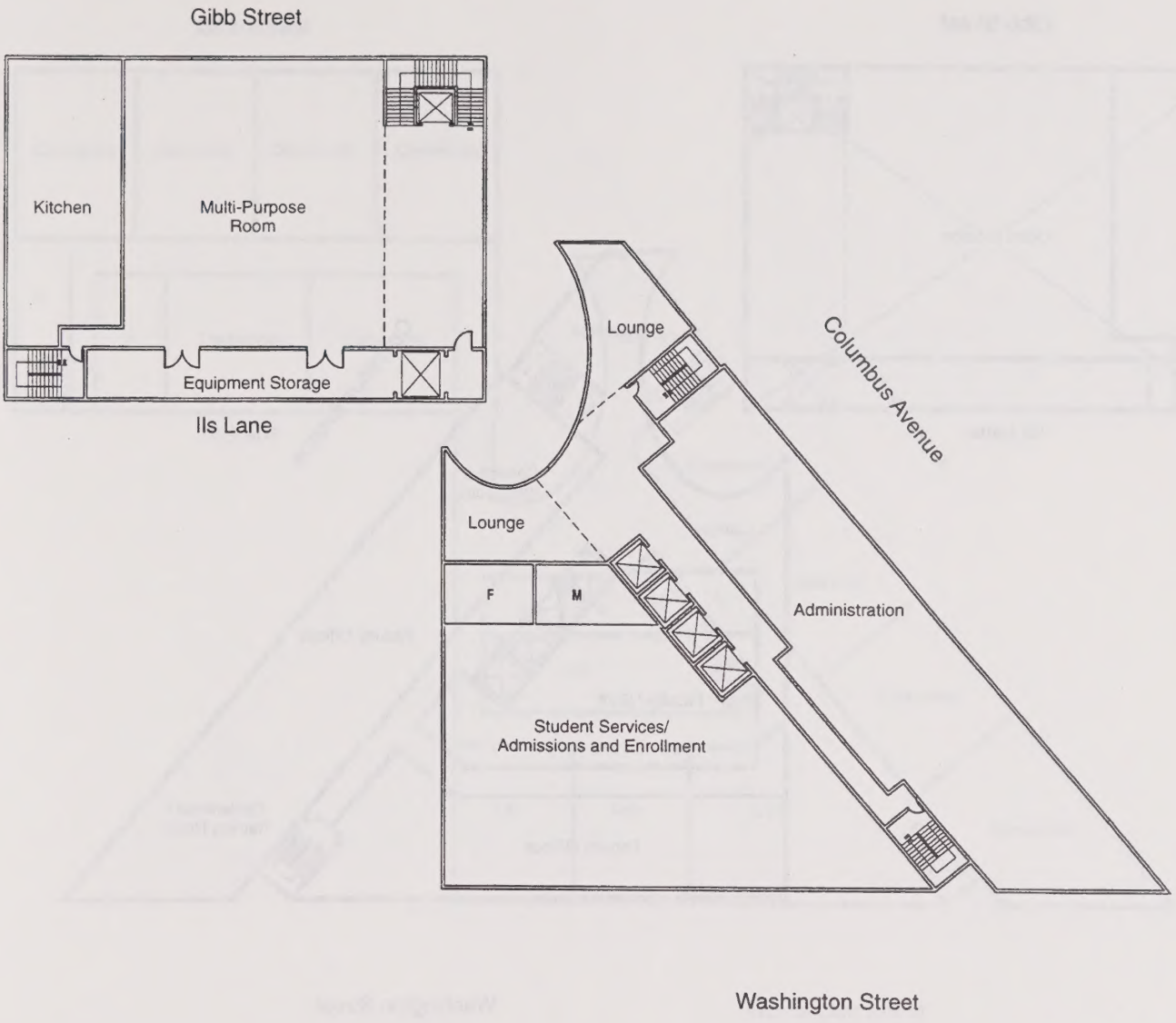


Source: Gordon H Chong & Partners

EIP

Ground Floor Plan **Figure 7**

Chinatown/North Beach Campus EIR

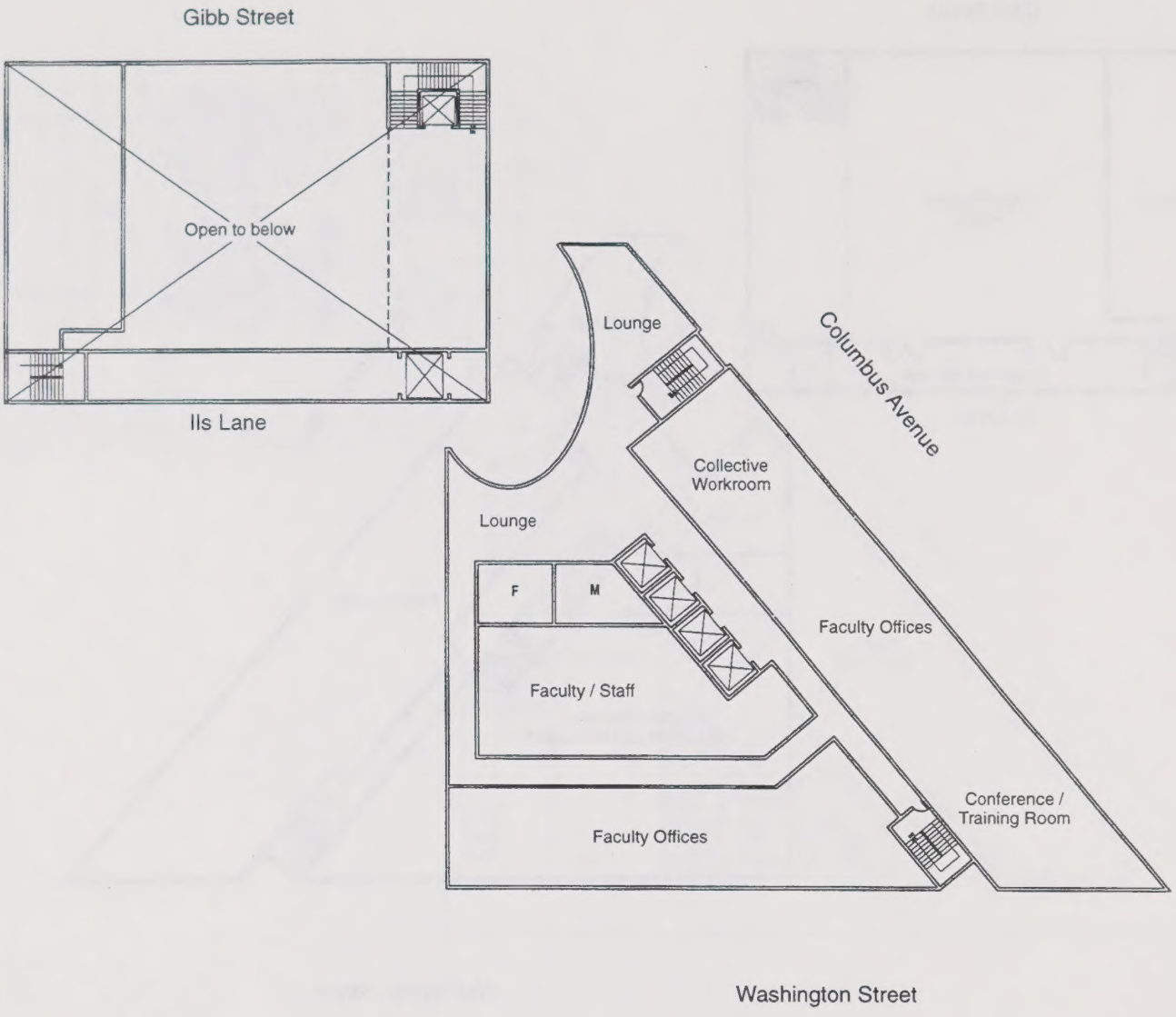


Source: Gordon H Chong & Partners

EIP

Level 2 Floor Plan **Figure 8**

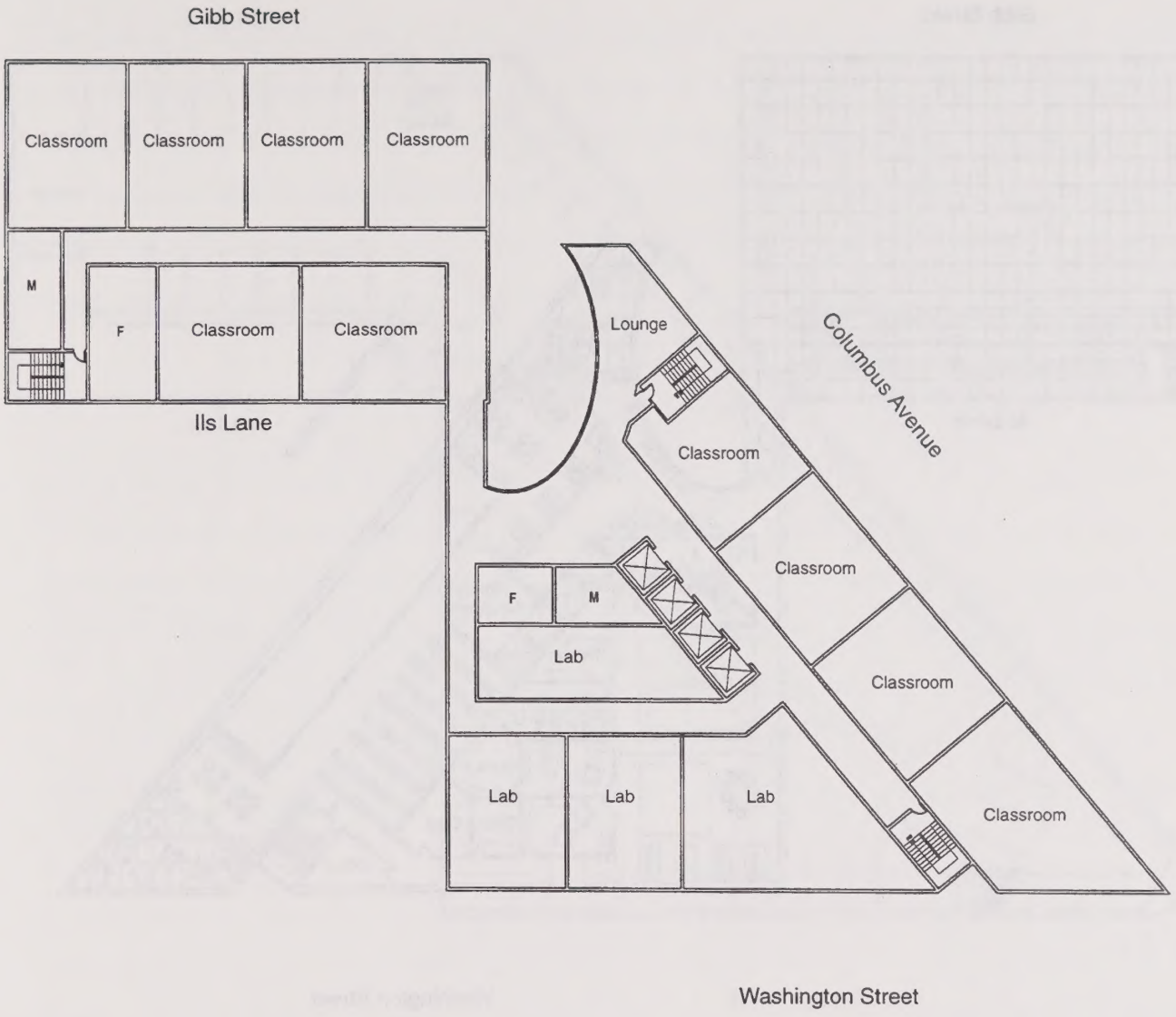
Chinatown/North Beach Campus EIR



Source: Gordon H Chong & Partners

EIP

Level 3 Floor Plan Figure 9
Chinatown/North Beach Campus EIR

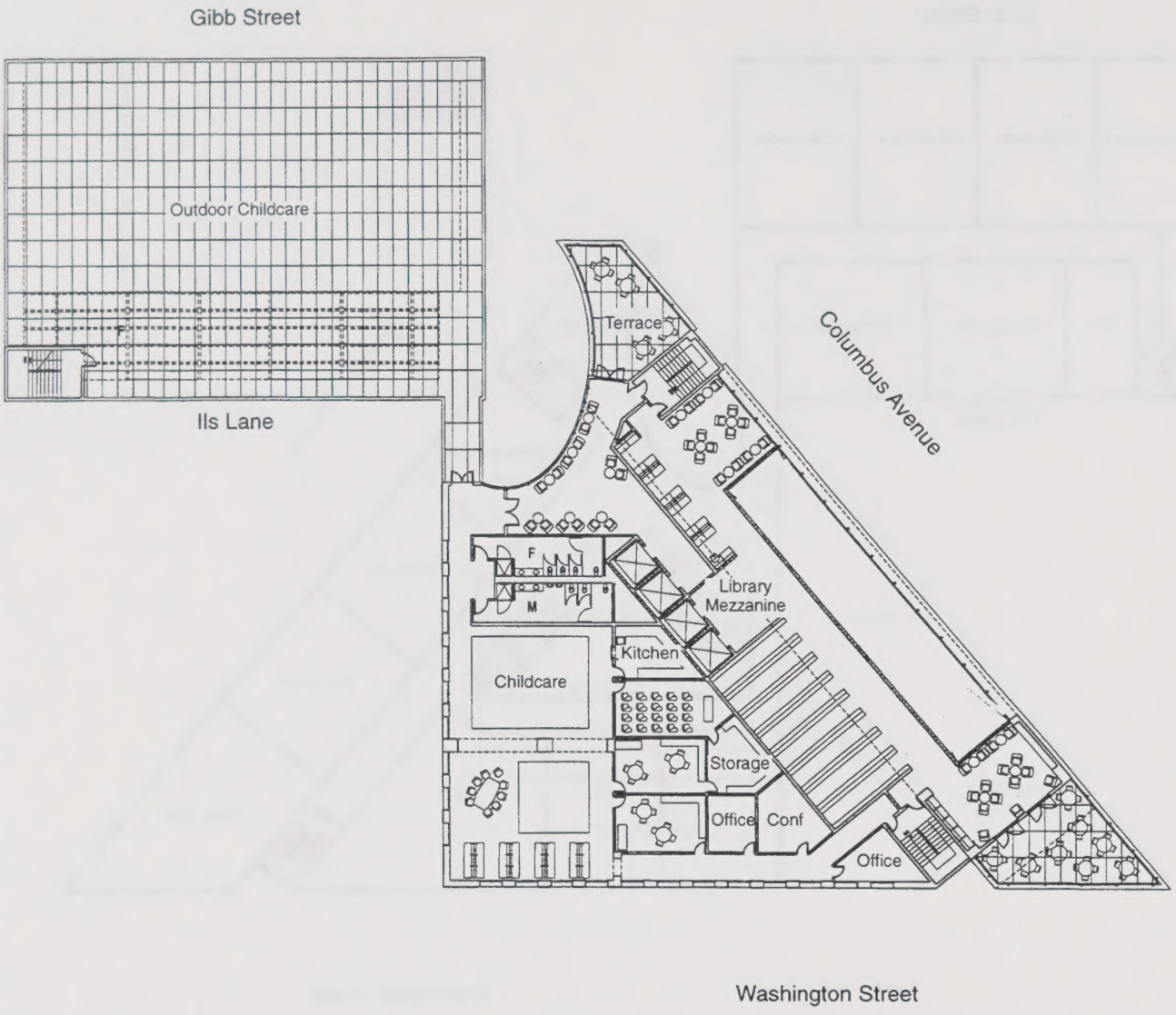


Source: Gordon H Chong & Partners

EIP

Typical Upper-Level Floor Plan Figure 10

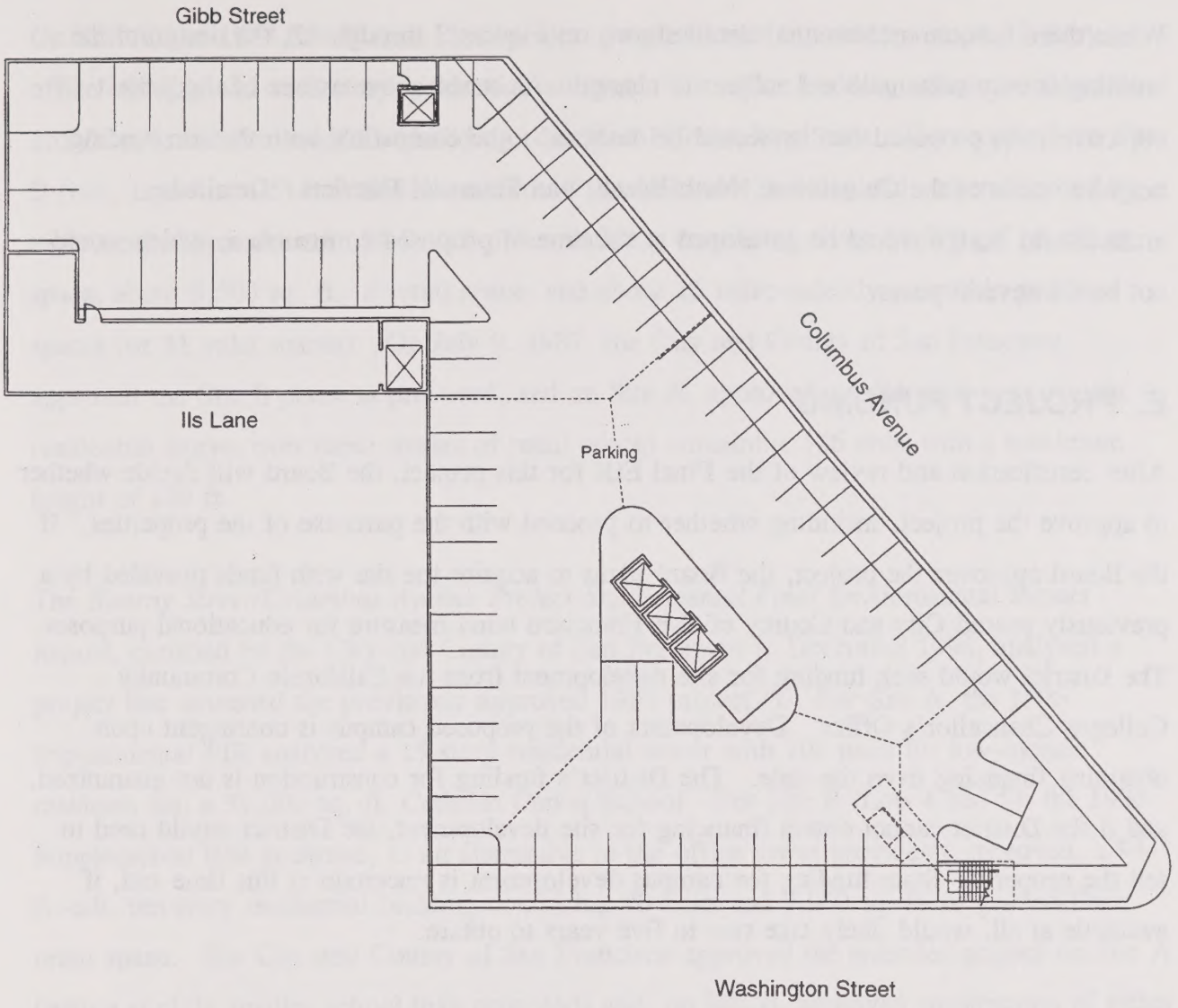
Chinatown/North Beach Campus EIR



Source: Gordon H Chong & Partners

EIP

Top-Level Floor Plan Figure 11
Chinatown/North Beach Campus EIR



Source: Gordon H Chong & Partners

EIP

Basement-Level Parking Plan Figure 12

Chinatown/North Beach Campus EIR

While there is some architectural detail shown on Figures 3 through 12, the design of the building is only schematic and subject to change. As stated above as one of the project objectives, the proposed facility would be designed to be compatible with the surrounding neighborhoods of the Chinatown, North Beach, and Financial Districts. Detailed architectural design would be developed at the time of proposed construction, which would not be for several years.

E. PROJECT FUNDING

After certification and review of the Final EIR for this project, the Board will decide whether to approve the project, including whether to proceed with the purchase of the properties. If the Board approves the project, the Board plans to acquire the site with funds provided by a previously passed City and County of San Francisco bond measure for educational purposes. The District would seek funding for site development from the California Community Colleges Chancellor's Office. Development of the proposed campus is contingent upon obtaining financing from the state. The District's funding for construction is not guaranteed, and if the District cannot obtain financing for site development, the District would need to sell the property. State funding for campus development is uncertain at this time and, if available at all, would likely take two to five years to obtain.

F. PREVIOUS RELATED ENVIRONMENTAL REVIEW

Development of Lots 4 and 5 of the project site has been analyzed in two previous environmental review documents. The *Pan Magna Plaza Final Environmental Impact Report*, certified by the City and County of San Francisco in June 1987, analyzed a project for two sections of the current project block, known as "Site A" and "Site B."/6/ Site A comprised Lots 11 and 13 at Kearny Street and Jackson Street (see Figure 2) and includes the site of the former International Hotel. Site A is not part of the current project. Site B comprised Lots 4 and 5, part of the current project site. Lot 4 is the site of the Colombo Building. The Site A development is referred to herein as the "St. Mary's" project.

On Site A, the 1987 Pan Magna Plaza project proposed two adjacent towers, a 13-story office building and an 8-story residential building. The office building was proposed to be 165 ft. tall, and the residential building contained 120 dwelling units. The proposal for Site B (i.e., Lots 4 and 5) included demolition of the Colombo Building and construction of an eight-story, approximately 94-ft.-tall office building containing about 81,300 gsf of office space, about 9,500 sq. ft. of retail space, and about 15 independently accessible parking spaces (or 31 valet spaces). On July 9, 1987, the City and County of San Francisco approved the Site B plans as proposed, and on Site A, approved a residential tower (eight residential stories over three stories of retail space) containing 126 units with a maximum height of 129 ft.

The *Kearny Street/Columbus Avenue Project Supplemental Final Environmental Impact Report*, certified by the City and County of San Francisco in December 1996, analyzed a project that amended the previously approved 1987 project./7/ For Site A, the 1996 Supplemental EIR analyzed a 15-story residential tower with 104 units for low-income residents and a 59,000-sq.-ft. Catholic Center/School. For Site B (Lots 4 and 5), the 1996 Supplemental EIR analyzed, as an alternative to the office tower previously approved, a 94-ft.-tall, ten-story residential building containing 70 units and 9,900 sq. ft. of ground-floor retail space. The City and County of San Francisco approved the amended project on Site A (with a slightly smaller school than proposed) and, on Site B, approved construction of either the previously approved project (i.e., the 94-ft.-tall office building) or, as an alternative development, a seven-story, 74-ft.-high, residential building containing 46 units, 50 parking spaces, and 9,500 sq. ft. of ground-floor retail space.

Site A, the St. Mary's project, is expected to be developed as approved on December 12, 1996. Construction is expected to begin in 1998 and to be completed several years later.

The proposed project includes the District's acquisition and potential development of Lots 4, 5, and 12. It is likely that the St. Mary's project on Site A, discussed above, will be built as approved by the City in December 1996; such development on Site A will be considered,

where appropriate, in the cumulative impact analysis in this EIR.

This EIR on the District's proposed project may rely on and incorporate by reference, where appropriate, information and environmental analysis contained in the 1987 and 1996 EIRs discussed above. These EIRs will be referred to in this EIR as the 1987 FEIR and the 1996 SEIR, respectively. The 1987 FEIR and the 1996 SEIR are available for review by any interested party at the administrative offices of the San Francisco Community College District at 33 Gough Street in San Francisco.

G. INTENDED USES OF THIS EIR

The District Board of Trustees must review and consider the information in this EIR, along with any other relevant information, prior to making a decision to approve the Chinatown/North Beach Campus project. As part of that decision, CEQA requires that findings be made for each significant environmental effect of the project identified in this EIR. These findings set forth the underlying rationale used by the Board in its approval or denial of the project. The findings explain whether and why mitigation measures and project alternatives have been accepted or rejected.

In addition to using this EIR as a basis for its decision to approve or not approve the proposed project, the District Board of Trustees may use this EIR in the future if the District decides to exempt the project from local zoning regulations, as permitted by the Government Code.

The following agencies, in addition to the San Francisco Community College District, are expected to use this EIR in their decision-making process. The approvals for which the EIR may be used are listed under each agency.

San Francisco Board of Supervisors

- Appropriation of Measure A bond proceeds for acquisition of Lots 4, 5, and 12 of Block 195 by the San Francisco Community College District

California Community Colleges Chancellor's Office

- Award of state funds to develop Lots 4, 5, and 12 of Block 195 as a consolidated Chinatown/North Beach educational center

Division of the State Architect

- Issuance of Building Permit (although this may be a ministerial rather than a discretionary approval)

This EIR may be used by various public agencies in granting subsequent approvals for the project. The number of approvals needed from the City and County of San Francisco, however, may be fewer than for a private developer, in light of the fact that the Community College District may exempt itself from local zoning ordinances for the college building pursuant to the Government Code./8/ While the District has not passed a formal resolution exempting the project from local zoning ordinances, it is likely that the District will take such action in the future, because the proposed project is in conflict with local zoning regulations related to demolition of housing.

NOTES: Project Description

1. State law defines the existing and proposed Chinatown/North Beach facilities as an "educational center," not a "campus" (5 Cal. Code Reg. Section 55827). However, because CCSF routinely refers to its various educational centers throughout San Francisco as "campuses," this project will be referred to as the "Chinatown/North Beach Campus."

2. San Francisco Community College District, *1999-2003 Five-Year Construction Plan*, July 1, 1997.

3. Assignable square footage is the sum of that part of the building designed for program space. ASF is measured from the inside of walls.

4. Beverly Prior Architects, *Needs Assessment Study and Schematic Building Program, Chinatown/North Beach Campus, City College of San Francisco*, June 10, 1997.

5. Gross square footage is the sum of all areas included within the outside face of the environmentally-controlled envelope for all building stories or areas that have a floor surface.

6. City and County of San Francisco, Department of City Planning, *Pan Magna Plaza Mixed Use Development, Final Environmental Impact Report*, Planning Department File No. 84.533E, State Clearinghouse No. 86031123, June 4, 1987.

7. City and County of San Francisco, Planning Department, *Kearny Street/Columbus Avenue Project, Final Supplemental Impact Report*, Planning Department File No. 94.615E, State Clearinghouse No. 86031123, December 12, 1996.

8. Government Code sections 53091, and 53094 permits school districts to exempt themselves from local building and zoning codes for development of classroom facilities.

III. ENVIRONMENTAL SETTING AND IMPACTS

A. LAND USE AND ZONING

This section provides information on existing land uses in the vicinity of the project and describes the changes to land use on the project block that would occur as a result of the proposed project. The section discusses relevant *San Francisco General Plan* elements and City Planning Code controls and the project's relationship to them. The loss of housing that could result from the demolition of the Fong Building is also addressed. In general, land use conditions, planning policies, and Planning Code controls in the project area are similar to those discussed in the 1996 *Kearny Street/Columbus Avenue Project SEIR* (1996 SEIR); where appropriate, information from that document is incorporated by reference below./1/

SETTING

LAND USE

Information on land use is summarized from the 1996 SEIR (pp. 44-48), which is incorporated herein by reference, and updated in the following discussion. The project block is located at the juncture of four City districts: the Financial District, Jackson Square, North Beach, and Chinatown. The Financial District boundary is easily definable by the limit of the C-3-O (Downtown Office District) use district south across Washington Street from the project site, and by the predominance of high-rise office buildings which demarcate its edge. The boundaries of the other three districts are less clear-cut. Generally, the project site is in a high-density urban area, characterized by a mix of office, commercial, retail, and residential uses.

Within the Financial District, south of the project block, high-rise structures provide office, retail, and some residential uses. The project block is located directly across Washington

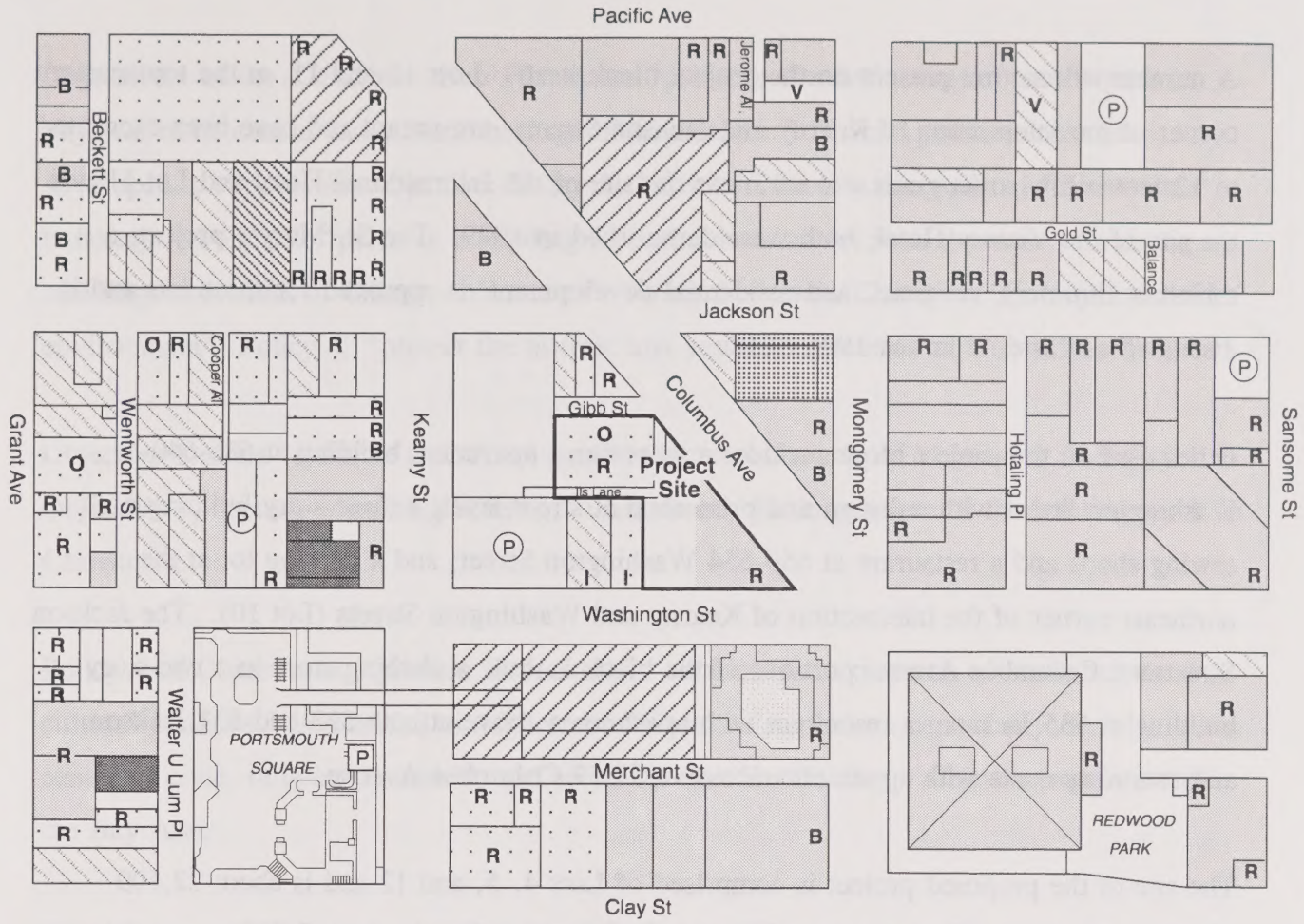
Street from the 300-foot-tall Holiday Inn and the 300-foot-tall Montgomery/Washington office and residential building. The 850-foot-tall Transamerica Pyramid office building is located southeast of the site across Montgomery and Washington Streets. Other office buildings in the vicinity of the project block include 801 Montgomery Street, the Columbus/Pacific office building, 900 Kearny Street, 50 Osgood Place, 601 Montgomery Street, 505 Montgomery Street, and the Bank of Canton at 555 Montgomery Street.

Jackson Square, located east of Columbus Avenue and south of Broadway, contains buildings which are the sole survivors of the early central business district of San Francisco, and are thus the only physical reminders of the City's beginnings as a great port and mercantile center. The oldest buildings are those on Montgomery Street, which date back to the early 1850s. The more well-known are on Jackson Street, dating from the 1860s, and it is from the latter that the whole district takes its name. Jackson Square is a National Register Historic District. Jackson Square is also discussed in Section C, Historical and Architectural Resources.

The North Beach community to the north consists primarily of low-rise, multi-family residential above ground-floor retail uses, which historically have catered to a large Italian population. The neighborhood is now also home to Chinese and other Asian immigrants who have contributed to the commercial character of the neighborhood by opening a variety of businesses there. North Beach remains a thriving area and important visitor destination.

The Chinatown neighborhood to the west of the project block contains a dense mixture of low-rise commercial and residential uses. Tourist-oriented and community-serving retail shops and restaurants, and Chinese import companies, are dominant in the community.

Figure 13 depicts land use in the immediate vicinity of the project site. It should be noted that specific businesses and uses change frequently in the project area; some variation between information presented in the figure and existing establishments may exist.



LEGEND

- Office
- Residential above Office
- Residential
- Bank
- Retail/Restaurant
- Theater
- Hotel
- Church/Religious Organization
- V Vacant Building
- Vacant Lot
- (P) Parking Lot
- [P] Parking Lot below grade

Ground Floor use (when different from primary use)

- R Retail/Restaurant
- B Bank
- O Office
- I Light Industrial

0 200 ft

Source: EIP Associates after During Associates and ESA

EIP

Existing Land Uses Figure 13
Chinatown/North Beach Campus EIR

A number of uses are present on the project block itself. Lots 13 and 11, at the southeastern corner of the intersection of Kearny and Jackson Streets, are vacant and have been excavated to 12 feet below street grade. Lot 13 was the site of the International Hotel and Lot 11 was the site of the Victory Hotel; both were demolished in 1979. The St. Mary's project, a mixed institutional, religious, and residential development, is approved for these lots and is discussed as "Site A" in the 1996 SEIR.

Other uses on the project block include: a three-story apartment building at 636-640 Washington Street with a design and print shop at street-level; a three-story building with sewing shops and a restaurant at 650-654 Washington Street; and a parking lot at the northeast corner of the intersection of Kearny and Washington Streets (Lot 10). The Jackson Street and Columbus Avenue portions of the block include a clothing store in a two-story building at 535 Jackson, a restaurant with apartments above at both 533 and 531 Jackson, and two restaurants with apartments above at 57-59 Columbus Avenue.

The site of the proposed project is comprised of Lots 4, 5, and 12 and is about 22,400 square feet in size. The two-story Colombo Building (on Lot 4, about 7,000 square feet in size) contains ground-floor retail (about 5,800 sq. ft.) with office (about 5,800 sq. ft.) above. Lot 5, about 7,100 sq. ft. in size, is currently vacant and excavated to a depth of about 10 feet below street grade. Ground-floor businesses in the Colombo Building include a clothing store, a dry cleaners, a barber shop, a restaurant, a gallery, and a legal-service support firm. There is a small parking garage below the Colombo Building. Lot 12, about 8,300 sq. ft. in size, is occupied by the Fong Building, a three-story structure with 21 residential units housing a total of about 50 residents, a ground-floor sewing shop, and a real estate office.

GENERAL PLAN

The *San Francisco General Plan* and its *Chinatown Area Plan*, *Residence Element*, and *Community Facilities Element*, set forth planning objectives and policies that are relevant to and apply directly to the use and scale of the proposed project./2/

Objective 1 of the *Chinatown Area Plan* states "preserve the distinctive urban character, physical environment and cultural heritage of Chinatown." Several policies have been developed to support this objective: Policy 1, "maintain the low rise scale of Chinatown's buildings"; Policy 2, "promote a building form that harmonizes with the scale of existing buildings and width of Chinatown's streets"; Policy 3, "retain Chinatown's sunny, wind-free environment"; Policy 4, "protect the historic and aesthetic resources of Chinatown."

Objective 3 states "stabilize and where possible increase the supply of housing." Policy 1 of Objective 3, "conserve existing housing," underscores the importance of the housing stock in Chinatown.

Policy 1 of Objective 6, "provide incentives for location and expansion of institutions and cultural facilities," is intended to help retain Chinatown's role as a capital city, that is, as the center of civic, religious, political, and social services for the larger Chinese population of the Bay Area.

Policies regarding housing specifically with respect to Chinatown are echoed by the general housing policies of the *Residence Element*. Objective 3 states that the existing supply of housing should be retained; Policy 1 of the Objective states "discourage the demolition of existing housing."

Objective 8 of the *Community Facilities Element* states that "public school facilities should be distributed and located in a manner that will enhance their efficient and effective use." More specifically, Policy 1 states "provide public school facilities for education in accordance with the need for such facilities as defined by the...Community College District."/3/

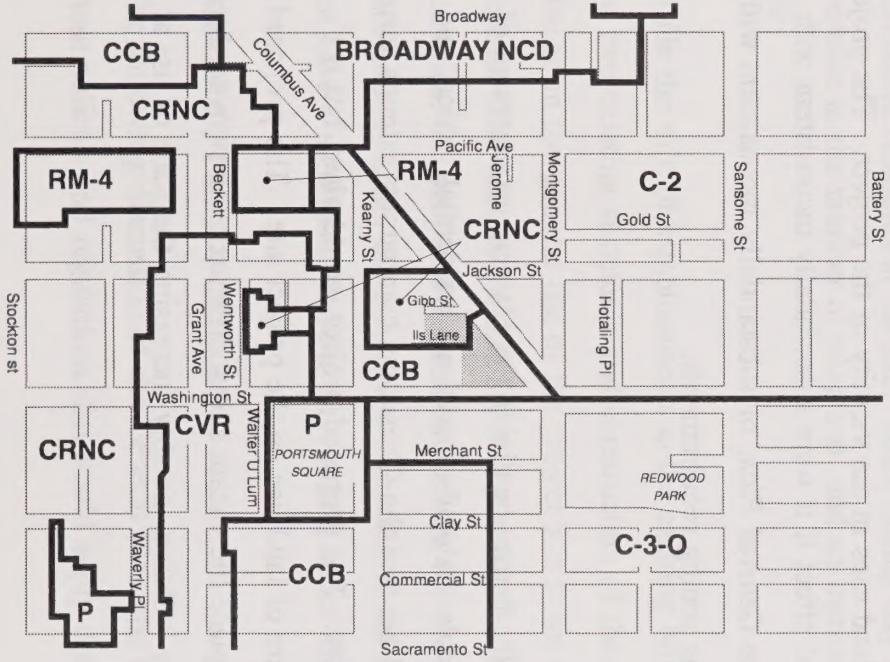
PLANNING CODE AND ZONING

Article 8 of the City Planning Code establishes Mixed Use Districts for the purposes of implementing a number of elements of the General Plan, including the *Chinatown Area Plan*. To implement the policies set forth in the *Chinatown Area Plan*, the City Planning Code

includes three Chinatown Mixed Use Districts: Section 810.1, Chinatown Community Business (CCB) District; Section 811.1, Chinatown Visitor Retail District; and Section 812.1, Chinatown Residential Neighborhood Commercial (CRNC) District.

The project site is in two use districts (see Figure 14). Lots 4 and 5 of the project site are in the CCB and Lot 12 is in the CRNC District. Section 810.1 of the City Planning Code describes the CCB use district and states that it is "intended to protect existing housing, encourage new housing and to accommodate modest expansion of Chinatown business activities as well as street-level retail uses." Section 812.1 of the City Planning Code describes the CRNC use district and states that the controls are "designed to preserve neighborhood-serving uses and protect the residential livability of the area." The controls associated with these districts are intended to preserve their essential character; they do so by primarily defining allowable uses and restricting building height and bulk. Controls for the CCB are presented in Table 810 of the City Planning Code, and controls for the CRNC are listed in Table 812. In both districts, demolition of residential apartments is defined as a non-permitted use, although exceptions can be allowed through determinations by the Zoning Administrator. Institutional uses are encouraged in CRNC districts and are permitted uses in the CCB district.

The project site is in a 65-D-2 Height and Bulk District (Section 263.1), which limits buildings to 65 feet (see Figure 14). In this district, above 40 feet in height, the maximum allowable length and diagonal dimensions are 110 and 140 feet, respectively. Heights above 65 feet, to a maximum of 200 feet, may be approved by the City Planning Commission as a Conditional Use. Under the Chinatown Permanent controls, which established the Chinatown mixed-use districts (including the CCB and CRNC Districts), setbacks are required for new construction above 35 feet as a condition of approval of conditional use authorizations to allow for sunlight access to Chinatown sidewalks (pursuant to Sections 132.3 and 254).



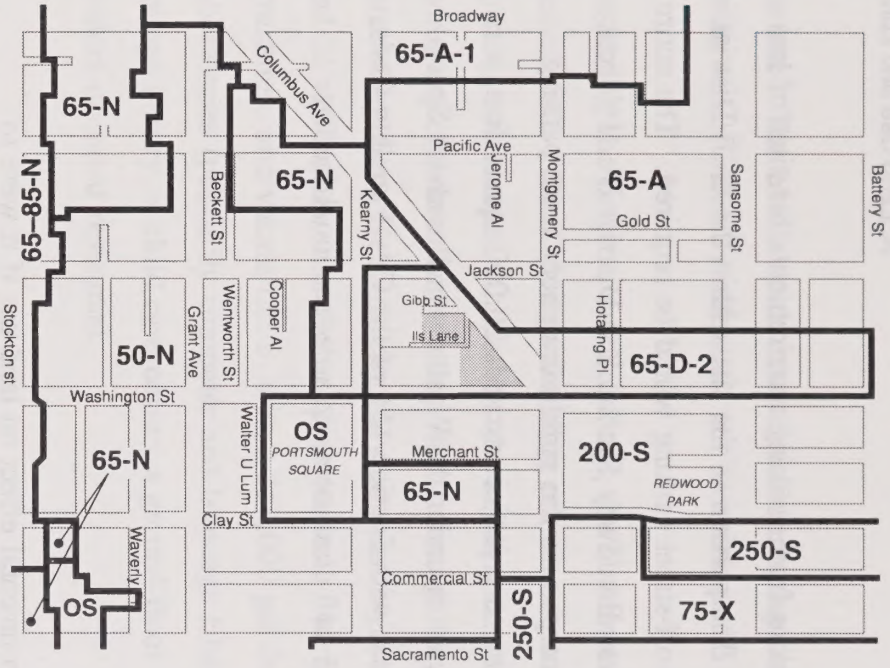
Use Districts

LEGEND

C-3-O	Downtown Office District
C-2	Community Business District
NCD	Neighborhood Commercial District
RM-4	Residential, Mixed Districts, High Density
P	Public Use District

Chinatown Mixed-Use Districts

CCB	Chinatown Community Business
CVR	Chinatown Visitor Retail
CRNC	Chinatown Residential/Neighborhood Commercial

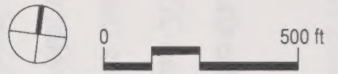


Height and Bulk Districts

LEGEND

Numbers indicate maximum building height; letters indicate planning code bulk districts:

Letter	Height above which Max. plan dim. apply	Maximum plan dimensions Length	Diagonal
A	40	110	125
N	40	50	100
S	Bulk Limits not Applicable		
X	Bulk Limits not Applicable		
65-D-2	40	110	140
	Height Exception up to 200 Feet		



Source: San Francisco Planning Department

EIP

Planning Code Use Districts and Height and Bulk Districts Figure 14

Chinatown/North Beach Campus EIR

The CCB District provides special exemptions from parking requirements for sites of less than 20,000 square feet (Section 161(d)). The portion of the site within the CCB District is less than 20,000 square feet; therefore no off-street parking would be required. The entire project site is also located in the Washington-Broadway Special Use District No. 1 (Section 239 of the City Planning Code), which incorporates the same exemptions from parking requirements. Because the site size for the entire project exceeds 20,000 square feet, it is not exempt from off-street parking requirements under the Washington-Broadway Special Use District No.1 provisions. In accordance with Section 151 of the City Planning Code, one off-street parking space is required per two classrooms in an educational facility.

IMPACTS

SIGNIFICANCE CRITERIA

The project would have a significant environmental effect on land use if it were to substantially disrupt or divide the physical arrangement of an established community or be incompatible with or substantially change land uses in the vicinity of the project. The project would also have a significant environmental effect if it were substantially inconsistent with environmental policies of the *San Francisco General Plan*, or substantially inconsistent with City Planning Code requirements, including zoning requirements.

LAND USE

The proposed project would not substantially disrupt or divide the physical arrangement of an established community, because it would replace already mixed-use residential, office, and retail uses with an educational facility, and because the Chinatown community extends across many blocks throughout this area of the City. The proposed project would alter, but not substantially change, the intensity and nature of land use on the project site. The proposed Chinatown/North Beach Campus would replace the vacant site and the existing two- to three-story structures with a seven- to eight-story building, notably increasing the scale of use at

the site. The block would transition from being retail, office, and residential in character to being retail, office, residential, and institutional in nature.

As part of the project, two buildings, the Colombo Building and the Fong Building, would be demolished. The Colombo Building contains about 11,600 square feet of retail and office space in two stories. Currently, the building contains a mix of tenants including a clothing store, dry cleaners, barber shop, restaurant, gallery, and a legal-service support firm. The three-story Fong Building currently contains a ground-floor sewing shop, a real estate office, and 21 residential units in the upper stories. The District would replace these two existing structures, and vacant Lot 5, with a 158,000 gsf facility comprised of classrooms, laboratories (primarily computer and language labs), administration and faculty offices, a college library, a child care center, a ground-floor student book store, and possibly, a student-operated restaurant.

The project would change the population of the site somewhat. There would no longer be 50 permanent residents at the site. Also, during day and evening hours there would likely be an increase in the number of people at, and an increase in pedestrians going to and from, the site.

While the mix of establishments in the existing buildings has varied over time, demolition of the two existing structures and construction of the new campus building would result in a change in the general use of the project site to an institutional, educational use. However, because land uses in the vicinity of the site include a mix of retail, office, and residential activities, the proposed educational use on the project site would not be incompatible with, or substantially alter, the mixed-use character of the site and vicinity. The project thus would not have a significant impact on land use under these significance criteria.

GENERAL PLAN POLICIES

The following discussion of the General Plan and the City Planning Code considers only those policies and regulations that would apply directly to the use and scale of the proposed

project at the project site. The proposed project would result in the loss of 21 housing units that are currently part of the project site. Objective 3, Policy 1 of the *Chinatown Area Plan* states "conserve existing housing." The policy elaborates: "Chinatown's 6,500 housing units, with their moderate rent, are a virtually irreplaceable housing resource...Demolition should be allowed only if that is the only way to protect public safety or for a specific use in which there is a high degree of community need. Low-cost housing should be replaced on a unit-for-unit basis and adequate relocation assistance for all displaced persons should be assured."/4/ *The Residence Element* also includes policies regarding demolition of housing units. As noted in the Setting section, Objective 3 asserts that the existing supply of housing should be retained: "The existing housing stock is the city's major source of inexpensive housing. It is virtually irreplaceable given the cost of new construction and smaller public budgets."/5/ Therefore, the loss of 21 residential units would be substantially inconsistent with *San Francisco General Plan* policies related to housing.

With regard to preserving architectural resources, several objectives and policies contained in the *Urban Design Element* of the *San Francisco General Plan* apply to the project. The *Urban Design Element* of the *San Francisco General Plan* provides policies with regard to City Pattern, Conservation, Major New Development, and Neighborhood Environment. The Element also contains design guidelines related to height, bulk, building form, view corridors, and streetscape measures. Several Objectives and Policies in the *Urban Design Element* would apply to the proposed project:

- Objective 1, "emphasis of the characteristic pattern which gives the city and its neighborhoods an image, a sense of purpose, and a means of orientation;" *Policy 3*, to "recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts;" and *Policy 7*, to "recognize the natural boundaries of districts, and promote connections between districts."

- Objective 2, "conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding;" *Policy 4*, to "preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past

development;" *Policy 5*, to "use care in remodeling of older buildings;" and *Policy 6*, to "respect the character of older development nearby in the design of new buildings."

As one of the stated project objectives, the District would design the proposed campus to be consistent with the existing overall context of the project environs (see pp. II.2 - II.3 of Chapter II, Project Description). The design of the new campus would relate both to the high-rise, office-building character of the Financial District and the older, low-rise neighborhood commercial character of Chinatown and North Beach. Therefore, the project would be substantially consistent with the design goals presented in the *Urban Design Element* of the *San Francisco General Plan*.

The project would not respond to Policy 4 of Objective 2 of the *Urban Design Element* because the Colombo Building, a structure that is eligible for the National Register of Historic Places, would be demolished as part of the project. The effects of demolishing the Colombo Building are evaluated in Section C, Historical and Architectural Resources.

The construction of an educational facility would support Objective 8 of the *Community Facilities Element*, which encourages fulfillment of the District's needs. The immediate vicinity of the project site is identified in the *San Francisco General Plan* as a site for a Community College District facility that would enhance both the efficiency and effectiveness of the District./6/ Therefore, the project would be substantially consistent with this objective.

The *San Francisco General Plan* is a policy-based document; it is expected that there will be conflicts among the various objectives and policies. Decision makers use the General Plan by balancing the various objectives and policies that may be relevant to the project under consideration. For the Chinatown/North Beach Campus project, the District Board of Trustees and other decision makers would balance consideration of policies regarding the loss

of architectural resources and housing units with policies supporting provision of educational facilities and services that would be met by the project.

PLANNING CODE AND ZONING REQUIREMENTS

The Fong Building, in the CRNC use district, contains 21 residential units housing about 50 residents and is proposed to be demolished as part of the project. City Planning Code Section 812 states that demolition of housing in a CRNC district is not a permitted use. Demolition of the Fong Building would remove 21 housing units./7/ The loss of 21 units of housing on the project site would represent less than 1% (0.5%) of the total number of rental units available in the Chinatown/North Beach neighborhood that are within the range of monthly rental fees currently charged for units in the Fong Building./8/ While the District could formally exempt itself from requirements of the City Planning Code, the loss of these units would be considered to be substantially inconsistent with the San Francisco City Planning Code and would therefore constitute a significant environmental impact.

The following mitigation measure would reduce the effect, but the impact would remain significant and unavoidable.

> The District would participate in the Treasure Island Consortium to renovate existing housing at the former Treasure Island Naval Station, to be made available for City College employees and students. The District Board of Trustees in March 1998 authorized City College of San Francisco participation in the Treasure Island Consortium. Under the consortium plan, about 600 existing 3- and 4-bedroom units, former military housing at the Treasure Island Naval Station, would be renovated for rental to students, faculty, and staff associated with consortium members. The consortium includes the City College of San Francisco, the University of California San Francisco, and the University of San Francisco. Up to 50 units would be set aside for City College use. These units would likely be made available primarily to faculty and foreign students. The units are expected to be available beginning in the Fall 1998 term.

Because the District may exempt itself from local zoning requirements, the height and bulk requirements of the City Planning Code may not apply to the project. The height of the proposed college facility (up to 119 feet high on the part covering Lots 4 and 5, and 94 feet high on the part covering Lot 12) would exceed the 65-foot height limit. Assuming the height requirements apply to the project, the District could obtain a Conditional Use subject to approval by the City Planning Commission up to a maximum height of 200 feet, pursuant to the 65-D-2 Height and Bulk District requirements.

In the 65-D-2 Height and Bulk District, the maximum plan permitted length in 110 feet; the maximum diagonal measurement is 140 feet. Considering the project as two building for bulk requirement purposes, the portion of the building on Lots 4 and 5 would have a maximum plan dimension of 190 feet along Columbus Avenue, and a diagonal dimension of 190 feet. The portion on Lot 12 would have a maximum plan dimension of 110 feet and diagonal dimension of 134 feet. Therefore, the project would exceed the bulk requirements of the 65-D-2 Height and Bulk District.

If the project were subject to City height and bulk controls, the District would also need to obtain the following, in addition to a Conditional Use approval for the height limit: an exception from bulk requirements (in accordance with Section 271); exceptions to exceed a 5,000-square-foot lot size (Section 121.3); an exception to exceed institutional use size of 4,000 square feet in the CRNC district and 5,000 square feet in the CCB district; an exception to exceed a street frontage of 50 linear feet (Section 145.3); and a conditional use authorization to exceed 35 feet in height in the Chinatown Mixed Use Districts (Section 254). Under the Chinatown Permanent controls, which established the Chinatown mixed-use districts (including the CCB and CRNC Districts), setbacks are required for new construction above 35 feet as a condition of approval of conditional use authorizations to allow for sunlight access to Chinatown sidewalks (pursuant to Sections 132.3 and 254). Therefore, assuming the District were subject to local zoning requirements, the project would need to obtain certain approvals or exceptions.

NOTES: Land Use and Zoning

1. City and County of San Francisco, Planning Department, *Kearny Street/Columbus Avenue Project Final Supplemental Environmental Impact Report*, Planning Department File No. 94.615E, State Clearinghouse No. 86031123, December 12, 1996. A copy of this report is available for public review at the administrative offices of the San Francisco Community College District at 33 Gough Street in San Francisco, and at the North Beach and Chinatown branch libraries.

2. City and County of San Francisco, Planning Department, *San Francisco General Plan*: Chinatown Area Plan, Residence Element, and Community Facilities Element.

3. City and County of San Francisco, Planning Department, *San Francisco General Plan*: Community Facilities Element, p. I.1.18.

4. City and County of San Francisco, Planning Department, *San Francisco General Plan*: Chinatown Area Plan, p. II.2.7.

5. City and County of San Francisco, Planning Department, *San Francisco General Plan*: Chinatown Area Plan, p. I.1.11.

6. City and County of San Francisco, Planning Department, *San Francisco General Plan*: Community Facilities Element, Map 6, the Public Schools Facilities Plan.

7. City and County of San Francisco, City Planning Code, Table 812, The Chinatown Residential Neighborhood Commercial District Zoning Control Table, amended April 6, 1990.

8. City and County of San Francisco, Planning Department, *San Francisco Neighborhood Profiles*, 1997.

B. AESTHETICS

SETTING

The Urban Design and Site Visibility sections of the 1987 FEIR (pp. 45-47) and the 1996 SEIR (pp. 48-49) describe the existing visual characteristics of the project area and surroundings, and are incorporated herein by reference. This section summarizes the setting included as part of the 1987 FEIR and 1996 SEIR, and also provides an updated description of the existing physical appearance of the proposed project site (including Lot 12) and its environs in relation to views of, and views from, the existing project area setting.

EXISTING VISUAL CHARACTER

The project site is surrounded by four major city districts: North Beach, Chinatown, Jackson Square, and the Financial District. Lower-scale development of the older North Beach, Chinatown, and Jackson Square communities abuts the high-rise development of the Financial District. To the north, east, and west of the site, building heights range from two to eight stories.

The most intensely developed portion of San Francisco, the Financial District, is southeast of the project site. Washington Street forms the northern boundary of the Financial District. San Francisco's Financial District consists of high-rise buildings, with heights of up to approximately 50 stories. Financial District buildings visible in a longer-range skyline include office towers developed in the 1920s and 1930s, and more recent and generally larger and taller structures developed from the 1960s to the 1980s. The 850-foot-tall Transamerica Pyramid, the tallest building in San Francisco, is diagonally across Montgomery Street from Lot 4.

North Beach is an older area of lower-scale development, located just to the north of the project site. The Colombo Building, together with the old Transamerica Building on the east side of Columbus Avenue, have traditionally marked the entrance to the North Beach district.

This area primarily consists of low-rise, multifamily residential buildings and retail establishments at street level. Other prominent features near the project site include Telegraph Hill and Coit Tower to the north, and buildings within Chinatown to the west.

Open spaces in the area are Portsmouth Square on Kearny Street (one-half block southwest of the sites) and the Transamerica Pyramid's Redwood Park (one block southeast of the sites).

Jackson Square, located to the east of the project site, is bounded by Broadway on the north, Sansome Street on the east, Columbus Avenue on the west, and Washington Street on the south. This area is a historic area with predominantly low-rise, brick and masonry buildings, dating back to the late 1800s (see Section C, Historical and Architectural Resources).

The project site includes Lots 4, 5, and 12, bounded by Columbus and Washington Streets. Visually, the project site can be characterized by low-rise retail, office, and residential buildings. The project site consists of the two-story Colombo Building on Lot 4; the Fong Building, a three-story structure on Lot 12; and Lot 5, which is currently vacant. The pattern of building heights and styles is typical of the North Beach and Chinatown districts. There are no major trees or landscape features on the project site.

VIEWS OF THE PROJECT AREA

Views north and west of the site are characterized by low-rise retail and office buildings. The higher ground of Telegraph Hill terminates the view to the north. Views south and east from the site are blocked by high-rise buildings. Long-range views of San Francisco Bay or other recognized landmarks are not available from the project site. The project site is not visible from long-range viewpoints to the west and south (Twin Peaks and Portrero Hill) because of intervening high-rise structures. The project site is generally not visible from Nob Hill and Telegraph Hill because of intervening structures. The existing structures are generally not visible from locations beyond the buildings and streets in the immediate project vicinity. Views of the project site are shown in Figures 15 through 18.

Pedestrians and motorists traveling southeast on Columbus Avenue have direct views of the project site. Figure 15A presents an existing view at Columbus Avenue at Kearny, about two blocks north of the project site. The existing buildings on the site appear as low-rise elements against the background of high-rise structures in the Financial District. The eight-story Columbus Tower at Columbus and Kearny is prominent in the foreground. Figure 16A shows the project site as part of the pattern of older buildings along Columbus Avenue.

Figure 17A illustrates the view from Washington Street, west of the intersection of Kearny and Washington Streets looking east. Landscaped areas of Portsmouth Square appear in the foreground. Short-range features that can be seen include the Holiday Inn and various two- to four-story buildings north of Washington Street, and the Holiday Inn Financial District and Montgomery-Washington Tower to the south.

Figure 18A is a view from Clay Street at Walter U. Lum Place. Views near the southwest corner of Portsmouth Square include Portsmouth Square in the foreground, two- to four-story commercial buildings on Washington Street in Chinatown, and the Holiday Inn Financial District, Montgomery-Washington Tower, 601 Montgomery Street, and the Transamerica Pyramid.

IMPACTS

SIGNIFICANCE CRITERIA

The project would have a significant environmental effect on aesthetics if the development would substantially degrade the existing visual character or quality of the site or its surroundings, or have a demonstrable negative aesthetic effect. The existing visual character of the site is determined by the attributes of specific site features and by patterns that the features have assumed as a result of natural and/or cultural processes. Evaluation of potential project impacts on the existing visual character of the site requires analysis of each element of the project that would be introduced and how these changes (separately or collectively) would affect the character of the site and views of it from off-site locations.

The project would also have a significant environmental effect on aesthetics if it were substantially inconsistent with policies set forth in the *Urban Design Element* of the *San Francisco General Plan*. For an analysis of the consistency of this project with *Urban Design Element* policies, see Section A, Land Use and Zoning.

VIEWS FROM COLUMBUS AVENUE

In views from Columbus Avenue north of the project site, the proposed seven- and eight-story building would replace the two-story Colombo Building and three-story Fong Building. (See Figures 15B and 16B.) The new building would be more prominent in views, compared to other two- to three-story structures on Columbus Avenue, including buildings in the Jackson Square Historic District east of Columbus Avenue. The approved, not yet built, 15-story residential/school/community center project at Kearny and Jackson Streets (St. Mary's project) would be prominent in views from Columbus Avenue, rising south of the eight-story Columbus Tower. The high-rise buildings of the Financial District would continue to be major background elements.

VIEWS FROM WASHINGTON STREET

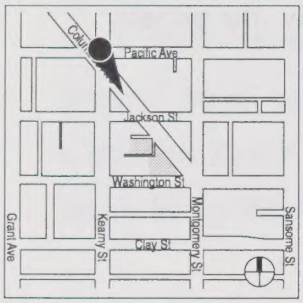
From Washington Street east of site, the project would be visible above two- to four-story buildings on Washington Street. The project would be intermediate in height from low-rise buildings in North Beach and Chinatown, and high-rise buildings in the Financial District (see Figure 17B). Taller buildings in the Financial District east and south of the project site would continue to be dominant elements.

From viewpoints west of the site near Portsmouth Square, the project would be more prominent than the existing buildings on the project site (see Figure 18B). The St. Mary's project is also shown in that view.

The overall effect of the project would be to add mid-rise building elements to Columbus Avenue and Chinatown that would contrast with the predominantly two- to four-story

structures in North Beach, Chinatown, and Jackson Square. The project would be lower in height and less prominent than existing high-rise buildings in the Financial District to the south and east. The project would also be less prominent than the approved, 15-story St. Mary's project.

The project would not substantially adversely affect the visual character of the environs of the site, which already contains multiple-story structures. Other high-rise structures are adjacent to the project site (Montgomery-Washington Tower and Transamerica Pyramid) and other high-rise projects are approved, such as the St. Mary's project. Existing buildings in the area include the eight-story Columbus Tower, at Columbus and Jackson. Based on an analysis of the views of the site, the project would not substantially degrade views from public areas, nor have a demonstrable negative aesthetic effect. Accordingly, the project would not have significant, adverse aesthetic effects.



A — Project Site

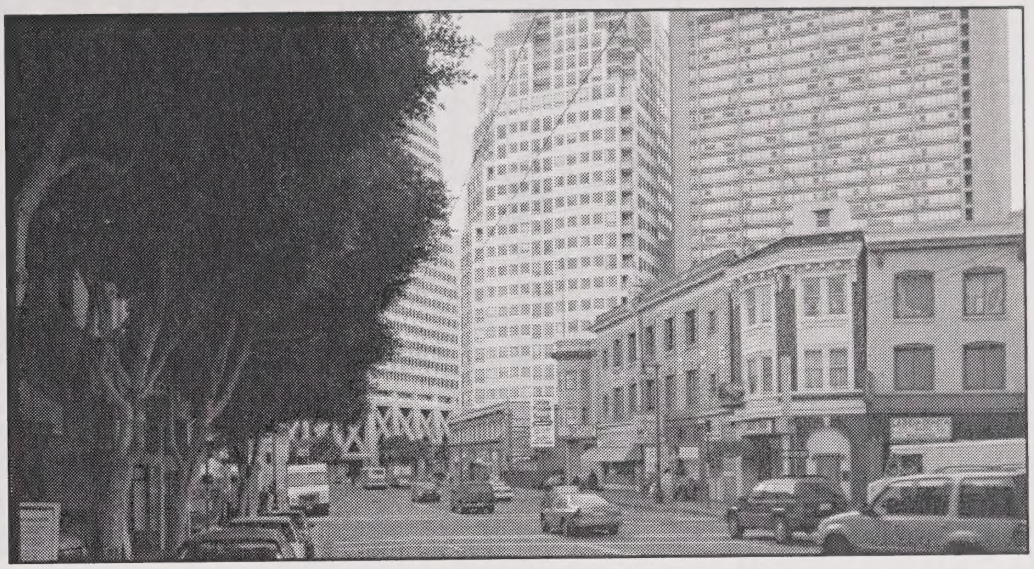
B — Proposed Project

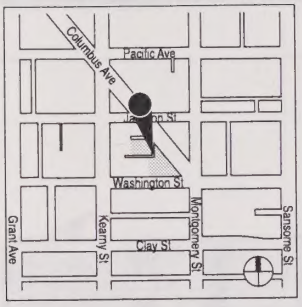
Source: Square One Productions

EIP ASSOCIATES

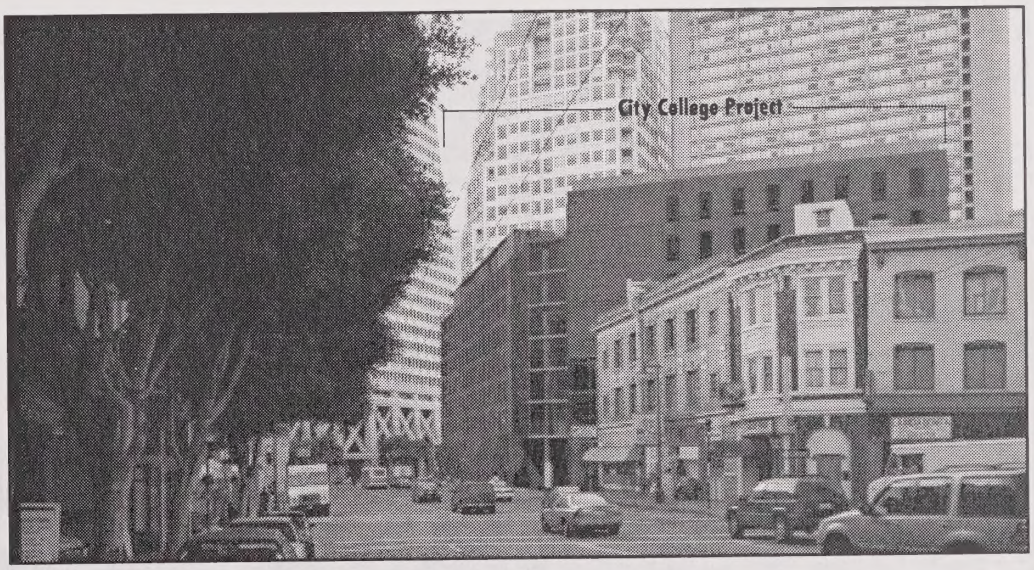
Views from Columbus Avenue at Kearny Street Figure 15

Chinatown/North Beach Campus EIR





A — Project Site



B — Proposed Project

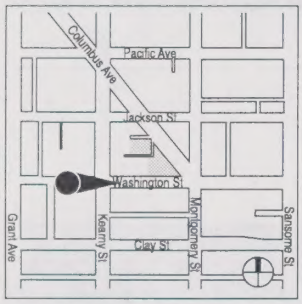
Source: Square One Productions

EIP ASSOCIATES

Views from Columbus Avenue Near Jackson Street **Figure 16**

Chinatown/North Beach Campus EIR

A — Project Site



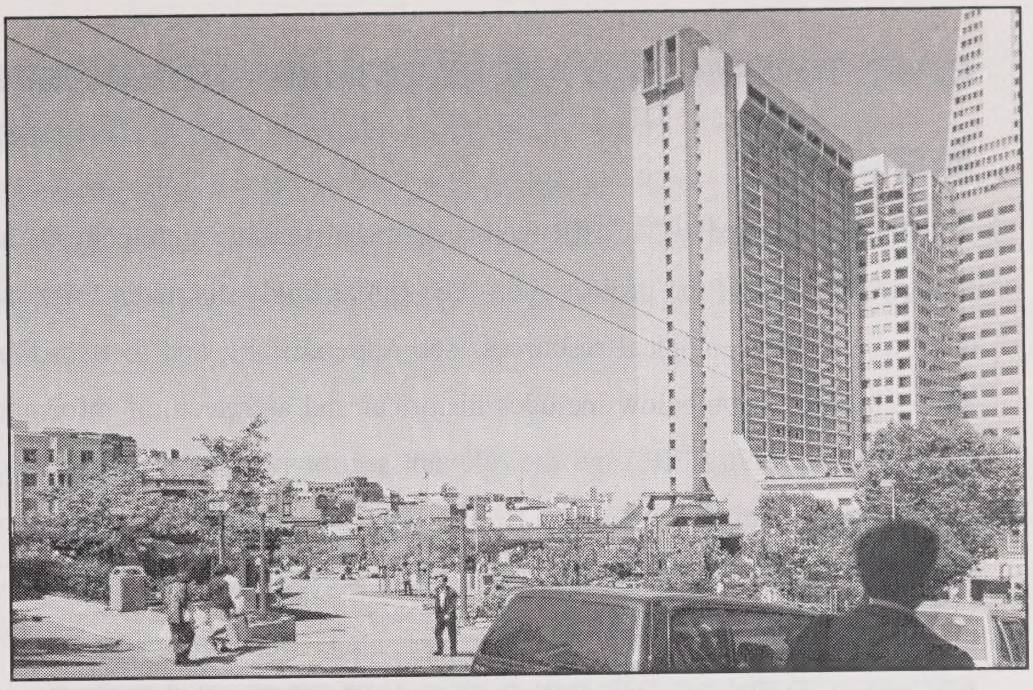
B — Proposed Project

Source: Square One Productions

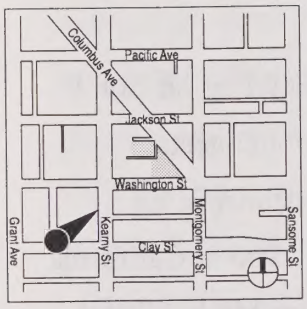
EIP ASSOCIATES

Views from Washington Street, West of Kearny Street Figure 17

Chinatown/North Beach Campus EIR



A — Project Site, near the southwest corner of Portsmouth Square



B — Proposed Project, near the southwest corner of Portsmouth Square

Source: Square One Productions

EIP ASSOCIATES

Views from Clay Street at Walter U. Lum Place **Figure 18**

Chinatown/North Beach Campus EIR

C. HISTORICAL AND ARCHITECTURAL RESOURCES

SETTING

The 1987 FEIR and 1996 SEIR evaluated the historical, architectural, and cultural resources for Lots 4 and 5 of the project site. The Initial Study discusses fully the project's effects on cultural and archaeological resources (see Appendix A), and focuses that topic out of the EIR. The discussion below includes historical and architectural information from the 1987 FEIR and the 1996 SEIR, and the relevant sections from these prior documents are incorporated herein by reference./1/,/2/ The Fong Building on Lot 12 was not reviewed in the previous environmental analyses and is discussed below.

ARCHITECTURE OF THE COLOMBO AND FONG BUILDINGS

Two buildings currently occupy the project site. The two-story Colombo Building on Lot 4 was designed by the Reid Brothers, noted turn-of-the-century San Francisco architects. James and Merritt Reid often used innovative and progressive construction details in the buildings of their design, which include the Fairmont Hotel, constructed in 1906 at California and Mason Streets; the Hale Brothers Department Store (now Walgreen's) on Market Street near Sixth Street, originally constructed in 1902 and rebuilt in 1907; the Call Building, built in 1914 at New Montgomery and Jessie Streets; and the California Pacific Building at Montgomery and Sutter Streets, which dates from 1910.

The Colombo Building was built in 1913 for Mrs. Elise Drexler in the Classical Revival style. It is the only known structure in North Beach to be designed by the Reid Brothers. Early occupants of the reinforced-concrete building included E. Jacopelli and Sons, auto dealers; Italian-American Realty; Caesar Podoni and Co., an insurance agency; and Joe Valvo, a barber. The building reflected the settlement of North Beach as a predominantly Italian neighborhood.

The Colombo Building occupies the angled corner of Columbus Avenue and Washington Street opposite the Old Transamerica Building across Columbus Avenue. A wide string course (continuous horizontal band) separates the two stories into two different orders

(styles). The first level is supported by columns and pilasters of the Ionic Order; pilasters separating the sash windows at the upper level are of the Doric Order. The symmetrical composition is sparsely ornamented, topped with a plain frieze and cornice. Several modifications have been made to the building: the corner rotunda on the first floor was stuccoed over and filled in with glass blocks, and some of the windows on the upper floor were replaced with modern aluminum-frame windows.

The Fong Building (known originally as the John G. Ils Hotel) occupies Lot 12. The building, built in 1910, is a three-story brick and stucco structure in the Classical Revival style with residential uses above street-level commercial functions. The building was remodeled in 1939. Because the building fronts primarily on Ils Lane and Gibb Street, only one corner faces Columbus Avenue. The pilasters on the first level are irregularly spaced and their brick banding gives the building texture. The octagonal corner bay projects beyond the first floor flattened corner to relate to the Columbus Avenue frontage. The building is unique in that most of the facade does not front on Columbus Avenue as others do. The second and third levels of the bay are separated by decorative panels. The cornices are made of galvanized iron./3/

NATIONAL REGISTER STATUS

U.S. Department of Interior regulations (36 CFR 60.4) describe the criteria for listing on the National Register of Historic Places as follows:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that (a) are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or (d) that have yielded or may be likely to yield information important in history or prehistory.

Analysis in the 1996 SEIR (p. 80) indicated that the Colombo Building was determined to be potentially eligible for the National Register of Historic Places. This determination was based on Criterion C, and reflected the notability of the building's designers (James and Merritt Reid) as well as its construction and architectural interest. The evaluation by the 1996 SEIR historic architecture consultants is presented in detail in the 1996 SEIR (pp. C&R.28-34) and is hereby incorporated by reference.

According to the State Historic Preservation Office (SHPO), the building's status has recently been changed from potentially eligible to eligible for the National Register of Historic Places. This determination was made as a result of implementation of Section 106 of the National Historic Preservation Act as part of the approved St. Mary's project to develop senior, low-income housing on Lots 11 and 13 (see Figure 2) of the project block. (This project is the Site B project described in the 1996 SEIR.) The St. Mary's project may receive federal Housing and Urban Development (HUD) funds, which would require federal environmental review under the National Environmental Policy Act (NEPA). Environmental review under NEPA requires Section 106 review pursuant to the National Historic Preservation Act of 1966. As the federal agency for the St. Mary's project, HUD has initiated Section 106 review and has evaluated the effects of the St. Mary's project on historic properties. The Section 106 review process also included determining whether there are properties within the project's Area of Potential Effect which are potentially eligible for the National Register of Historic Places. The Section 106 review process is not yet completed. The State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation, the City and County of San Francisco, and HUD are currently negotiating a Programmatic Agreement concerning the site.

HUD submitted their findings to SHPO, and SHPO concurred that the Colombo Building was eligible for listing on the National Register./4/ The difference in status is primarily that buildings deemed potentially eligible have not been fully evaluated and have not been entered into the administrative process that leads to listing the building on the National Register. Buildings determined to be eligible have been completely evaluated and await the filing of

appropriate documents to place them on the register. SHPO records indicate that the Fong Building is not considered eligible for the National Register./5/

OTHER LOCAL LISTINGS AND SURVEYS

The San Francisco Department of City Planning conducted a citywide inventory of architecturally significant buildings in 1976. In the 1976 Department of City Planning Architectural Inventory, approximately 10% of the City's entire stock of buildings was awarded a rating for architectural merit ranging from a low of "0" to a high of "5." The total number of buildings which were rated from "3" to "5" represent less than 2% of the City's entire building stock.

About 15 buildings within a one-block radius of the project site are rated on the 1976 Department of City Planning Architectural Inventory. Seventeen nearby buildings are City Landmarks, including the Old Transamerica Building on the angled corner between Columbus Avenue and Montgomery Street at Washington Street. The project block and the areas north of Washington Street as far as Broadway were included in a Foundation for San Francisco's Architectural Heritage (Heritage) survey completed in 1985. The survey was never formally published.

The Jackson Square Historic District is located east of the project block; it is bounded on the west by Columbus Avenue, on the east by Sansome Street, and on the south by Washington Street, and extends nearly as far as Broadway on the north. The Jackson Square Historic District was placed on the National Register of Historic Places on November 18, 1971.

Chinatown was surveyed by the Department of City Planning in 1985. On October 16, 1985, the Landmarks Preservation Advisory Board (LPAB) considered a proposal for a Chinatown Historic District, generally extending from Bush to Broadway along either side of Grant Avenue. The Board of Supervisors initiated the designation of a Chinatown Historic District with the same boundaries (Resolution 979-85, effective November 15, 1985), and referred the matter to the LPAB and City Planning Commission for consideration. On

December 4, 1985, the LPAB considered an expanded Chinatown Historic District. The boundary of the expanded proposal extended to Kearny Street between Merchant Street and midway between Pacific and Jackson Streets, and included the lots across Kearny Street from the project block (see Appendix B, Figure B.1). The district was approved by the LPAB but was not acted on by the City Planning Commission or the Board of Supervisors. Recently, as a result of HUD implementation of Section 106 of the National Historic Preservation Act as part of the St. Mary's development on Lots 11 and 13 of the project block, certain buildings within the proposed Chinatown Historic District have been determined to be contributory buildings to this potential district./6/ The project block is not within the boundaries of the proposed district.

The Colombo Building was rated "3" in the 1976 Department of City Planning Architectural Inventory. In the estimation of inventory participants, buildings rated "3" or higher represent approximately the best 2% of the City's architecture. In May 1984, the LPAB voted to recommend that the Colombo Building be designated a City Landmark, but no formal designation by the City has taken place. The Colombo Building was rated B* by Heritage in its extended survey. The B* rating means that Heritage considered the building not eligible for the National Register because of alterations or insufficient age. If these alterations were reversed or removed, the building would be rated A by Heritage.

The Colombo Building is rated "significant" in the *Chinatown Area Plan*, which means it is considered to make an important contribution to the historic character of Chinatown.

Based on a review of San Francisco Planning Department data, the Fong Building is not rated in the 1976 survey or in the Heritage Survey, nor is it individually eligible for any list. It is rated as "compatible" in the *Chinatown Area Plan*./7/ Buildings rated "compatible," while not architecturally significant, are considered contributory to the historic character of Chinatown.

Neither building is designated as a City Landmark under Article 10 of the City Planning Code (Preservation of Historical, Architectural and Aesthetic Landmarks) and the project site is not within an Article 10 Historic District. The project site is not within a C-3 district; thus, neither building on the site is listed as a Significant or Contributory Building under Article 11 of the City Planning Code (Preservation of Buildings and Districts of Architectural, Historical and Aesthetic Importance in the C-3 Districts).

IMPACTS

SIGNIFICANCE CRITERIA

The project would have a significant environmental effect on historic or architectural resources if it would significantly alter or demolish a building that is listed, or eligible for listing, on the National Register of Historic Places, or is listed, or eligible for listing, on the National Register as a contributor to a listed historic district. The project would also have a significant environmental effect on historic or architectural resources if it would demolish or significantly alter a building designated either a City Landmark or a significant building in a City Landmark district. The project would also have a significant environmental effect if it caused a substantial adverse impact on the integrity of a listed historic district, or on other nearby historical or architectural resources.

DEMOLITION OF THE COLOMBO BUILDING

The project would demolish the Colombo Building, found to be eligible for listing on the National Register. The Colombo Building was rated "3" in the 1976 Department of City Planning Architectural inventory, was rated B* by Heritage in their extended survey and was recommended for San Francisco City Landmark Status by the Landmarks Preservation Advisory Board. The Planning Commission never acted on this recommendation. The Chinatown Plan includes an evaluation of historic resources in the plan area. The Colombo Building is rated as 'significant'; this means that the building is considered to make an important contribution to the historic character of Chinatown. The demolition of the

Colombo Building would cause a significant adverse impact on the historic resources of the project site.

The following mitigation measure is proposed to reduce the adverse effect of demolishing the Colombo Building, but the impact would remain significant and unavoidable. This measure is similar to the Condition of Approval imposed on the previous Kearny Street/Columbus Avenue project.

Prior to the demolition of the Colombo Building, the seller of Lots 4 and 5, the Pan Magna Group, would prepare historic documentation to Historic American Buildings Survey (HABS) recordation standards, which would include the following:

- A written description of the Colombo Building;
- Photographic documentation of the exterior of the Colombo Building. Such documentation would be provided to HABS standards of detail and quality for photographic documentation in 4x5 or 5x7 photographs and negatives;
- A full set of measured drawings of the Colombo Building. Such drawings would be prepared according to HABS standards of detail and executed in ink on mylar.

Copies of the narratives, photographic documentation, and detailed notes on the measurement of the Colombo Building would be submitted to the City and County of San Francisco Planning Department prior to authorization of any permit that may be required for demolition of the Colombo Building by the District. Completed drawings would be provided to the Planning Department within 180 days after issuance of any required demolition permit.

In addition, the Pan Magna Group would prepare and transmit the photographs and descriptions of the Colombo Building to the Landmarks Preservation Advisory Board, State Office of Historic Preservation, National Park Service, Bancroft Library at the University of California, Berkeley, and the History Room of the San Francisco Public Library.

DEMOLITION OF THE FONG BUILDING

The Fong Building would also be demolished as part of the project. That building has been determined not to be eligible for the National Register./8/ The *Chinatown Area Plan* includes an evaluation of historic resources in the plan area (not associated with the proposed Chinatown Historic District). The Fong Building is designated as "compatible" in the *Chinatown Area Plan*, which means it contributes to the historical character of Chinatown. However, the *Chinatown Area Plan* does not find the building architecturally significant. Thus, the demolition of the Fong Building would not cause the loss of an individually historically or architecturally significant structure, and this would not be considered a significant environmental effect.

EFFECTS ON HISTORIC DISTRICTS AND OTHER HISTORIC RESOURCES

The Chinatown Historic District has been proposed for listing in the National Register of Historic Places, and the Jackson Square Historic District is listed in the National Register. Neither the Colombo Building nor the Fong Building are within the proposed Chinatown Historic District or the existing Jackson Square Historic District (see Appendix B, Figure B.1), and the buildings are not identified as contributory to the districts./9/ In the context of proximity to the existing or proposed historic districts and historic buildings in those districts, demolition of the Colombo and Fong buildings and construction of a new educational facility could change the type of development when compared to existing older, low-rise development on neighboring properties; however, demolition of those buildings and construction of the project would have no direct physical effect on buildings within the historic districts. The project would not have a substantial adverse impact on the integrity of the historic districts or other adjacent resources.

NOTES: Historical and Architectural Resources

1. City and County of San Francisco, Department of City Planning, *Pan Magna Plaza Mixed Use Development, Final Environmental Impact Report*, Planning Department File No. 84.533E, State Clearinghouse No. 86031123, June 4, 1987, pp. 52-55, 101, 227-240.

2. City and County of San Francisco, Planning Department, *Kearny Street/Columbus Avenue Project, Final Supplemental Impact Report*, Planning Department File No. 94.615E, State Clearinghouse No. 86031123, December 12, 1996, pp. 51-52, 80, 108-109, C&R.22-C&R.44, C&R.51-C&R.54, and C&R Appendix.

3. A complete description of the building, included as part of a survey conducted by Page and Turnbull, Inc., can be found in the Comments and Responses Appendix of the 1996 SEIR, p. C&R.82-83. The survey upon which the evaluation is based is the *Kearny Street/Columbus Avenue Project, Historic Resources Study,* by Page and Turnbull, Inc. August 28, 1996, and can be found in the 1996 Kearny Street/Columbus Avenue SEIR, pp. C&R. 79-101.

4. a) Cherilyn Widdell, State Historic Preservation Office, Letter to Tom Azumbrado, Chief, Multifamily Production Branch, U.S. Department of Housing and Urban Development, re: Development of International Hotel Senior Housing, San Francisco, #121-EE059-NP-WAH, September 15, 1997.

   b) State Historic Preservation Office, Historic Property File, Single Property Printout, Property No. 006663, Colombo Building, April 13, 1998.

   c) Lucinda Woodward, Staff, State Historic Preservation Office, telephone conversation with EIP Associates, April 13, 1998.

5. State Historic Preservation Office, Historic Property File, Single Property Printout, Property No. 113284, 49 Columbus Avenue, March 23, 1998.

6. a) Cherilyn Widdell, State Historic Preservation Office, letter to Tom Azumbrado, Chief, Multifamily Production Branch, U.S. Department of Housing and Urban Development, re: Development of International Hotel Senior Housing, San Francisco, #121-EE059-NP-WAH, September 15, 1997.

   b) Cherilyn Widdell, State Historic Preservation Office, letter to Rita Lee, EIP Associates, re: Status of the Chinatown Historic District in the Office of Historic Preservation Historic Properties Database, April 20, 1998.

7. City and County of San Francisco, Planning Department, *San Francisco General Plan, Chinatown Area Plan,* Map 2, p. II.2.8.

8. State Historic Preservation Office, Historic Property File, Single Property Printout, Property No. 113284, 49 Columbus Avenue, March 23, 1998.

9. State Historic Preservation Office, Directory of Properties in the Historic Property Date File for San Francisco County, Chinatown Historic District, April 13, 1998.

D. TRANSPORTATION

A transportation background report prepared for this EIR studied an area bounded by Vallejo Street to the north, The Embarcadero to the east, Sacramento Street to the south, and Stockton Street to the west (see Figure 19)./1/ The report evaluated existing roadway conditions, including number of travel lanes, traffic flow directions, and parking limitations; traffic at local intersections; transit service in the project area; parking conditions; and pedestrian conditions.

SETTING

LOCAL STREET SYSTEM

Kearny Street is a north-south direction roadway that begins at The Embarcadero and ends at Market Street near Third Street. In general, Kearny Street is one-way northbound between Market Street and Columbus Avenue. Within the vicinity of the project, this street has 14-foot sidewalks, and parking is restricted on the east side of the street. Parking on the east curb of Kearny Street between Washington and Jackson Streets is reserved for tour buses.

Columbus Avenue is a two-way northwest/southeast direction roadway with two lanes in each direction. Parking is prohibited on both sides during the PM peak period (4 PM to 6 PM), thus increasing the total number of travel lanes from four to six. Columbus Avenue has 10-foot sidewalks on both sides. Broadway is a two-way east-west direction roadway with two travel lanes in each direction. Within the vicinity of the project, Broadway has parking on both sides of the street.

Jackson Street is one-way eastbound between Powell Street and The Embarcadero, with one travel lane and on-street parking on both sides and 10-foot sidewalks. Washington Street is one-way westbound from The Embarcadero to Stockton Street. This roadway has three travel lanes, with on-street parking on both sides, and 10-foot sidewalks. Clay Street is a

Source: Korve Engineering

EIP

Traffic Study Intersections Figure 19

Chinatown/North Beach Campus EIR

one-way eastbound street from Van Ness Avenue to The Embarcadero, with two to three travel lanes and on-street parking on the north side of the street.

Sansome Street is a north-south direction roadway. Between Market Street and Washington Street, Sansome Street is a two-way roadway with one southbound travel lane for commercial vehicles and buses and two northbound travel lanes for regular traffic. During the PM peak period (3 PM to 6 PM) parking is prohibited on the east side of this segment, adding another travel lane in the northbound direction. Battery Street is a one-way southbound roadway. South of Washington Street, Battery Street increases from three travel lanes to four within the project vicinity. It has on-street parking on both sides.

Montgomery Street is a north-south direction roadway. North of its intersection with Columbus Avenue and Washington Street, Montgomery is a two-way roadway with one lane in each direction and on-street parking on both sides. South of this intersection, Montgomery Street becomes a one-way southbound roadway with three travel lanes and parking on the west side. During the PM peak hour, parking is prohibited, thus increasing the number of travel lanes from three to four. Additional detail about streets in the project study area is provided in Appendix C including the information on each street's general plan designation.

Intersection Conditions

The operating characteristics of the seven study intersections were evaluated using the concept of Level of Service (LOS). The seven study intersections are: Columbus Avenue and Broadway, Kearny Street and Jackson Street, Columbus Avenue and Jackson Street, Kearny Street and Washington Street, Columbus Avenue and Montgomery/ Washington Street, Battery Street and Clay Street, and The Embarcadero and Washington Street. LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection LOS ranges from A, which indicates free flow or excellent conditions with short delays, to F, which indicates congested or overloaded conditions with extremely

long delays. LOS A, B, C, and D are considered excellent to satisfactory service levels; LOS E is undesirable; and LOS F conditions are unacceptable.

Intersection turning-movement volumes at the seven study intersections were obtained from two different sources. For all intersections except Clay Street/Battery Street, turning-movement counts (collected in November 1995 and March 1996) were obtained for the current transportation report from the previous transportation study conducted for the *1996 Kearny Street/Columbus Avenue Project SEIR*, because traffic conditions in the vicinity of the project site have not changed substantially since these counts were first collected./2/ For the intersection of Clay Street/Battery Street, new turning-movement counts were collected on Wednesday, February 4, 1998, to update the data for this intersection used in 1996 SEIR transportation study. All study intersections currently operate at LOS B conditions. Table 1 presents existing intersection levels of service.

Transit

The project site is well-served by public transit. In particular, 12 San Francisco Municipal Railway (Muni) bus lines and 1 Golden Gate Transit line (Route 69) provide service to the vicinity of the project. The Muni routes serving the area include routes 1, 9AX, 9BX, 9X, 12, 15, 30, 30X, 41, 42, 45, and 83. At the project site on Columbus at Washington, a stop serves the 15 and 30X routes. Figure 20 presents transit route locations in the project area. Most of the Muni bus lines provide direct service to/near BART stations along Market Street in the downtown area. Serving riders from Marin and Sonoma Counties, Golden Gate Transit brings more than 17,000 riders to San Francisco each weekday over a system of 22 commuter bus routes, 9 basic bus routes, and 16 ferry feeder bus routes. Most routes serve either the Van Ness corridor or the Financial District. The Golden Gate Transit Route 69 is a ferry feeder bus route and serves the proposed project. Ferry feeder bus routes provide commute period service, Monday through Friday (except holidays), with direct connections to ferry arrival/departures at the Larkspur, Sausalito, Tiburon, and San Francisco ferry terminals.

TABLE 1
EXISTING (YEAR 1998)
WEEKDAY PM PEAK HOUR
INTERSECTION LEVEL OF SERVICE

INTERSECTION	DELAY (sec/veh)	LOS/a/
Broadway/Columbus Avenue	11.5	B
Jackson Street/Kearny Street	7.0	B
Jackson Street/Columbus Avenue	9.2	B
Washington Street/Kearny Street	5.8	B
Washington Street/Montgomery Street/Columbus Avenue	8.0	B
Clay Street/Battery Street	8.1	B
Washington Street/The Embarcadero	10.5	B

Note:
sec/veh = seconds per vehicle
a. Level of Service determined from the *1985 Highway Capacity Manual (Updated 1994), Chapter 9.*

Source: Korve Engineering.

Parking

On-street parking in the vicinity of the proposed project is mostly comprised of one-hour and two-hour parking meters which are typically occupied, with high turnover. Most of the commercial and retail businesses in the area do not provide on-site parking for their customers. In addition, there are many on-street loading spaces located in the area.

Off-street parking in the vicinity of the proposed project is found mainly in parking structures such as the Portsmonth Square garage, or in nearby office and hotel buildings. Off-street parking supply and occupancy data were obtained from the previous transportation study prepared for the 1996 SEIR. That report included survey data collected in November 1995 for a weekday midday period (1 PM to 3 PM) within an approximate two-block radius of the project site. There were a total of 18 public parking facilities surveyed, consisting of

Source: Korve Engineering

EIP

Muni Routes in the Project Vicinity Figure 20

Chinatown/North Beach Campus EIR

2,043 parking spaces. The estimated parking occupancy rate for the entire parking study area was approximately 91% during the weekday midday period./3/

Pedestrian Conditions

Operating conditions on crosswalks are measured by pedestrian density in terms of square feet of crosswalk space per pedestrian (sf/ped). Typically, an upper limit for desirable conditions is 15 sf/ped or LOS D. The LOS is presented for "maximum surge" conditions, which represents the conditions at opposing ends of the crosswalk when the WALK phase begins as two opposing platoons simultaneously step onto the crosswalks. Based on the transportation study, all study crosswalks currently operate at LOS B or better conditions, which indicates that pedestrians are generally crossing under free flow conditions, with little conflict with other pedestrians. LOS A through C conditions provide sufficient area for pedestrians to select walking speeds, while in LOS D conditions, freedom to select walking speed is somewhat restricted. LOS E and F approach or exceed crosswalk capacity and represent unacceptable conditions.

IMPACTS

SIGNIFICANCE CRITERIA

Project impacts would be considered to be significant if the project would add to cumulative passenger loadings on transit carriers that could reduce their capacity utilization; would cause an intersection's PM peak hour service level to degrade to worse than LOS D (i.e., to LOS E or F); cause pedestrian volumes on area crosswalks to degrade to worse than LOS D; or provide inadequate loading facilities that could cause regular, substantial, street blockages from truck or delivery vehicles.

ANALYSIS METHODOLOGY

In general, trip generation for the project was based on information obtained from City College staff, as well as on an on-site, person-count survey conducted at the main campus (940 Filbert Street) on Wednesday, February 25, 1998, between 4 PM and 6 PM. The purpose of the on-site survey was to estimate the percentage of daily person-trips that occur during the PM peak period, as well as to determine the percentage of persons arriving at or leaving the campus during this period. During a one-hour peak there was a total of 515 persons entering and exiting the campus (via the main entrance/exit on Filbert Street and a secondary access off of Valparaiso Alley, which is used primarily by faculty/staff), of which 252 (or 49%) were entering and 263 (or 51%) were exiting.

Based on information from City College staff, there are approximately 2,865 students and faculty/staff currently at the 940 Filbert Street campus on a typical weekday. Since students and faculty/staff do not generally make more than two trips at the campus (one inbound and one outbound), these persons translate into approximately 5,730 daily person-trips (2,865 x 2). Therefore, it is estimated that approximately 9% of the total daily trips occur during the PM peak hour (i.e., 515 PM peak hour person-trips / 5,730 daily person-trips).

By the Year 2010, the student enrollment at the Chinatown/North Beach Campus is projected by the state to increase from approximately 6,000 to 6,630 students (a total projected growth of 10.5%) and the faculty/staff employment would increase from about 130 to 150 persons. Based on information from Chinatown/North Beach Campus staff, approximately 70% of the total student enrollment currently attend classes and approximately 75% of the total faculty/staff currently work on a typical weekday. Based on these percentages, there would be about 9,280 daily student person-trips (i.e., 6,630 students x 0.70 on a typical weekday x 2 trips during the day) and 225 daily faculty/staff person-trips (i.e., 150 faculty/staff x 0.75 on a typical weekday x 2 trips during the day).

Based on the PM peak percentage of daily trips and the inbound/outbound patterns described above, it is estimated that there would be approximately 835 student person-trips during the PM peak hour (i.e., 9,280 daily person-trips x 0.09), of which 409 would be inbound and 426 would be outbound. As for faculty/staff, it is estimated that there would be approximately 20 person-trips during the PM peak hour (i.e., 225 daily person-trips x 0.09), of which about 10 would be inbound and 10 would be outbound. Therefore, the proposed new campus would generate a total of approximately 855 person-trips during the weekday PM peak hour.

Trip distribution for both the students and faculty/staff of the proposed project was based on existing student (Fall 1994) and faculty/staff (Spring 1998) zip code data provided by City College. Nearly 100% of the students at the Chinatown/North Beach Campus reside in San Francisco, with the highest percentage of students in the northeast quadrant of the City (Superdistrict 1)./4/ Approximately 70% of the faculty/staff reside in San Francisco, with about an even distribution between the remaining sections of the City. The trip distribution data was used as the basis for assigning project-related vehicle-trips to local streets in the study area.

The mode split for the project (the different ways people travel such as car or bus) was based on existing student, faculty, and staff surveys conducted by City College. Based on Fall 1994 semester survey results for the Chinatown/North Beach Campus provided by City College, Table 2 summarizes the existing mode split for students, faculty, and staff. This information represents mode split on an aggregated level for the main site (940 Filbert Street) and all of the satellite campus sites. Since all of these sites are within the Chinatown/North Beach area (except for the Marina Middle School site), they generally have similar accessibility to transit. Most of the students (approximately 90%) currently take public transit, walk, or bike to the sites. Very few students drive because none of the sites currently provides student parking. Combining faculty and staff, about 40% currently take public transit, walk, or bike to the various sites.

TABLE 2

MODE SPLIT

Mode of Travel	Students	Faculty	Staff
Drive Alone	6.9%	60.0%	50.0%
Carpool	3.5%	6.7%	0.0%
Muni/BART	50.5%	22.2%	37.5%
Walk/Bicycle	38.7%	11.1%	12.5%
Motorcycle	0.4%	0.0%	0.0%
Total	100%	100%	100%

Note:
Student, faculty, and staff surveys for the Chinatown/North Beach Campus from Fall 1994 semester, as provided by City College.

Source: Korve Engineering.

Based on these mode split percentages, Table 3 presents the estimated weekday PM peak hour person-trips by travel mode, as well as the total vehicle-trips, for the new consolidated campus. As shown, the project would have 72 student-generated vehicle-trips and 12 faculty/staff-generated vehicle trips, or a total of 84 vehicle-trips during the PM peak hour.

EXISTING (YEAR 1998) PLUS PROJECT CONDITIONS

Traffic Impacts

Traffic conditions were evaluated for the weekday PM peak hour (generally between 5 PM and 6 PM) conditions under the Existing Plus Project scenario. An intersection analysis was conducted to assess potential traffic impacts generated by the addition of project traffic to existing conditions.

TABLE 3
WEEKDAY PM PEAK HOUR TRIP GENERATION BY TRAVEL MODE

Travel Mode	Students			Faculty/Staff			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Drive Alone Person-Trips	28	29	57	6	6	12	34	35	69
Carpool Person-Trips	14	15	29	0	1	1	14	16	30
Muni/BART Person-Trips	207	215	422	3	3	6	210	218	428
Walk/Bicycle Person-Trips	158	165	323	1	1	2	159	166	325
Motorcycle Person-Trips	2	2	4	0	0	0	2	2	4
Total Person-Trips	**409**	**426**	**835**	**10**	**11**	**21**	**419**	**437**	**856**
Total Vehicle-Trips	**35**	**37**	**72**	**6**	**6**	**12**	**41**	**43**	**84**

Source: Korve Engineering.

Table 4 presents a comparison of the Existing Plus Project intersection LOS analysis to existing conditions. As shown in the table, the addition of project-related traffic would result in little or no change in average vehicle delays at the study intersections. All intersections would remain operating at the same LOS B as under existing conditions. The addition of project traffic to existing conditions would not create any significant traffic impacts during the PM peak hour.

TABLE 4
EXISTING (YEAR 1998) + PROJECT
WEEKDAY PM PEAK HOUR
INTERSECTION LEVEL OF SERVICE

	Existing		Existing Plus Project	
Intersection	**Delay (sec/veh)**	**LOS[a]**	**Delay (sec/veh)**	**LOS[a]**
Broadway/Columbus Avenue	11.5	B	11.6	B
Jackson Street/Kearny Street	7.0	B	7.1	B
Jackson Street/Columbus Avenue	9.2	B	11.6	B
Washington Street/Kearny Street	5.8	B	6.1	B
Washington St./Montgomery St./ Columbus Avenue	8.0	B	7.9	B
Clay Street/Battery Street	8.1	B	8.1	B
Washington Street/The Embarcadero	10.5	B	10.8	B

Note:

sec/veh = seconds per vehicle

a. Level of Service determined from the *1985 Highway Capacity Manual (Updated 1994), Chapter 9.*

Source: Korve Engineering.

Parking Impacts

The proposed project would provide a total of 114 off-street parking spaces, located within two parking levels (below-grade). These parking spaces would be available to faculty, staff, and students of the new campus, with accessibility via parking permits. Bicycle parking

spaces would be provided in the garage. However, the number of spaces provided for bicycles is not known at this time.

It is estimated that the proposed project would create a total peak parking demand for about 220 parking spaces (200 spaces by the students and 20 by the faculty/staff). Compared to the proposed project supply of 114 parking spaces, there would be a shortfall of about 105 parking spaces. Since parking priorities would most likely be assigned to faculty/staff, this shortfall would be created by students who drive to class.

The off-street public parking occupancy survey indicates that parking within a two-block radius is generally occupied during the midday peak period. Students intending to park in the study area would find limited available parking and would be forced to park outside of the parking study area or shift to other modes of transportation. A parking facility with 147 public parking spaces is planned as part of the approved St. Mary's project, adjacent to the proposed project on Lots 11 and 13 (see Figure 2). Some students could potentially be accommodated within this future parking garage.

Parking deficits are an inconvenience to drivers, but not significant physical impacts on the environment. In support of the "Transit First" policy in the San Francisco General Plan, which emphasizes a shift from the personal automobile to public transit use, priority is given to transit improvements before developing transportation improvements which encourage the continued use of the automobile. This policy is implemented for the project site and surrounding areas in City Planning Code Sections 161(c), 161(d), and 239. Sections 161(d) and 239 exempt most uses in the Chinatown Community Business District (CCB District) and the Washington-Broadway Special Use District No. 1 from providing off-street parking, except uses on sites larger than 20,000 square feet. Section 161(c) exempts uses other than residential uses in the Chinatown Residential Neighborhood Commercial (CRNC) District from off-street parking requirements with no site size limitations./5/ Faced with severe parking shortages, drivers generally seek and find alternative parking facilities or shift modes of travel (e.g., public transit, taxis, or bicycles). Parking shortfalls relative to demand are

therefore not considered significant environmental impacts in the urban context of San Francisco.

Transit Impacts

The current availability of Muni service capacity was analyzed in terms of a series of screenlines. The concept of screenlines is used to describe the magnitude of travel from or to the downtown area and its vicinity, and to compare estimated transit volumes to available capacities for each transit operator. Screenlines are hypothetical lines that would be crossed by persons traveling between downtown and its vicinity and other parts of San Francisco and the region. Four screenlines have been established in San Francisco to analyze potential impacts of the proposed project on Muni service: northeast, northwest, southeast, and southwest, and sub-corridors within each screenline. The sub-corridors by screenline are:

- Northeast: 15-Third
  41-Union
- Northwest: Geary Corridor (38, 38L, 38AX, 38BX)
  All other lines - (1, 1AX, 1BX, 2,3,4,5,21,31, 31AX, 31BX)
- Southwest: Subway Lines (K, L, M, N)
  All other lines (6, 7, 71L, F)
- Southeast: J-Church
  All other lines (15, 42)

The screenline for each route reflects the Maximum Load point for each Muni line which crosses one of the screenlines. For the purpose of this analysis, Muni ridership measured at the four San Francisco screenlines and sub-corridors represents the peak direction of travel and patronage loads for the Muni system which corresponds with the PM commute outbound direction from the vicinity of the project to other parts of the City.

A total of 14,061 Muni passengers leave the transportation study area daily. Capacity utilization varies from about 50% for the northeast line to 73% for the northwest and

southwest lines. Capacity utilization for all lines is 70%. Thus, the lines have capacity to accommodate additional passengers.

Based on estimates of transit usage for trips generated by the proposed project, it is estimated that the project would generate approximately 428 transit trips (210 inbound and 218 outbound) during the weekday PM peak hour. The proposed project would increase ridership by 218 transit riders on the outbound screenline with the greatest increase (the other line would receive a smaller contribution of riders). The analysis assumes that transit trips to the South Bay and East Bay would use Muni to access the Transbay Terminal and the Caltrain Depot.

The addition of 218 transit riders would not substantially increase the number of passengers to affect peak-hour capacity utilization. The overall Muni system capacity utilization would increase from about 70% to about 71% due to project ridership. It is not anticipated that ridership on any one bus line would exceed the capacity. The addition of project-related transit trips would not result in any significant impacts during the weekday PM peak hour.

Pedestrian Impacts

The proposed project would generate approximately 750 pedestrian trips during the PM peak hour (between 5 PM and 6 PM). This estimate includes both those who walk to and from the new campus from home or work and those who walk between the campus and transit. Existing-plus-project pedestrian trips were assigned manually to all crosswalks at the intersections of Kearny Street/Washington Street and Columbus Avenue/Montgomery Street/Washington Street.

The addition of project-related pedestrian traffic would not significantly impact the crosswalks at the study intersections. All crosswalks would continue to operate at LOS B or better conditions during the weekday PM peak hour, indicating that pedestrians would generally cross under free-flow conditions, with little conflict with other pedestrains.

Loading Impacts

The proposed project would provide one off-street freight loading dock with enough room for two, 12-foot-wide by 40-foot-long loading spaces. Access to this loading facility would be from Washington Street, adjacent to the garage driveway. The proposed project would generate a demand for 1.3 spaces during the peak loading hour and 1.0 space during an average hour. Comparing the supply to the estimated demand, the loading demand generated by the proposed project could be met within the supply.

The proposed project would be approximately 158,000 gsf. Under the City Planning Code Section 152, one off-street loading space would be needed. The two loading spaces proposed would be consistent with the City Planning Code requirements; therefore the project would not cause significant traffic disruptions from double-parked delivery vehicles.

Construction Impacts

Detailed information about construction duration and number of truck trips generated is not available at this time. However, a general description of the anticipated construction activities is provided.

Construction activity for a project of this magnitude is estimated to last approximately two years. Temporary transportation impacts would result from truck movements to and from the site during demolition of the two existing buildings, excavation of the new garage, and foundation and building activity. Demolition of the two existing buildings on the site would require approximately four to six weeks and would generate truck movements to remove debris. Excavation of the sites would also generate truck movements in and out of the project site.

While most construction staging would occur on-site, it is anticipated that sidewalk closures would be required around the site (Washington Street and Columbus Avenue), and that adjacent curb lanes would be occupied to provide pedestrian detours or that pedestrians

would be rerouted to sidewalks across the streets. Temporary relocation of bus stops adjacent to the site may also be required. Double parking of trucks along Columbus Avenue or Washington Street may also be required for trucks unloading materials. Relocation of bus stops is subject to Muni review and approval. Lane and sidewalk closures are subject to review and approval by the San Francisco Department of Public Works (DPW). A revocable encroachment permit from DPW would be required if materials storage and/or project staging occurred within Ils Lane, one of two stub streets located within the project block.

Construction transportation effects are temporary and therefore are not considered significant environmental impacts. The impact of construction truck traffic would be a temporary lessening of the capacities of streets due to the slower movement and larger turning radii of trucks. The reduction in capacity would slow movement of traffic, including Muni buses. Lane blockage on Columbus Avenue by queued trucks, if it were to occur, would reduce the capacity of this street and interfere with the operation of transit vehicles. This reduction in capacity would be a temporary, short-term effect and would not be expected to occur on a daily basis during the two-year construction period. Therefore, it would be an insignificant impact.

Construction impacts would be considered insignificant. However, the project will include measures to reduce the effects of construction traffic and to minimize congestion. Generally, during the construction period, construction truck movement would be permitted only between 9:00 AM and 3:30 PM and after 6:30 PM and before 7:00 AM to minimize peak hour traffic conflicts. The District and construction contractor(s) would meet with the City's Traffic Engineering Division of the Department of Parking and Traffic, the San Francisco Fire Department, Muni, and the Planning Department to determine additional feasible traffic mitigation measures to reduce traffic congestion, including transit disruption (for example, potential relocation of bus stops), and pedestrian circulation impacts during construction of the project. Prior to constructing any foundations, the District or its

contractors would consult with the Department of Parking and Traffic to establish a route for truck traffic that would cause the least interference with morning commute traffic on city streets.

There would be a temporary parking demand by construction workers. The amount of construction worker parking demand is unknown at this time. The demand would depend on the number of workers needed at the site, which in turn depends on the stage and level of construction activities. It is anticipated that construction workers would not park near the project site, but would park in an off-site location and be shuttled to the site. Parking arrangements at an off-site location during the construction period would be determined by the contractor.

FUTURE (YEAR 2015) CUMULATIVE-WITH-PROJECT CONDITIONS

Traffic Impacts

Future (Year 2015) background growth forecasts including the project were determined in order to assess local cumulative development, which would result in increases in traffic levels. In order to estimate future cumulative traffic, existing traffic volumes were adjusted based on a growth rate derived from information provided in the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure 1996 FEIR.*/6/ A review of this document indicates an annual growth rate of approximately 1%, or a total growth of 18.4% over 17 years for the 1998 counts. This percentage was used to derive future (Year 2015) cumulative traffic volumes for the weekday PM peak hour conditions. This growth rate is assumed to include growth from the proposed project.

The future (Year 2015) street network in the study area is represented by the Department of Parking and Traffic (DPT) Variant Alternative, the approved alternative developed as part of the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure FEIR* study. As part of this variant alternative, intersection geometric improvements would be implemented at the study intersection of The Embarcadero/

Washington Street, which would include a second, exclusive, northbound, left-turn lane on The Embarcadero and a second, eastbound, through lane on Washington Street.

Table 5 presents the results of the intersection LOS analysis for the Future (Year 2015) Cumulative weekday PM peak hour conditions. Existing and Existing Plus Project conditions have also been included for comparison purposes. The table indicates that all seven study intersections would operate at LOS C or better under Year 2015 Cumulative conditions. Therefore, cumulative impacts of traffic on intersections would be less than significant.

The effects of other transportation topics such as parking or pedestrian conditions do not change substantially when discussed in terms of cumulative effects. Most of the parking supply near the project site is comprised of parking structures as opposed to surface parking

TABLE 5
FUTURE (YEAR 2015) CUMULATIVE + PROJECT
WEEKDAY PM PEAK HOUR
INTERSECTION LEVEL OF SERVICE

	Existing		Existing plus Project		Year 2015 Cumulative	
Intersection	Delay (sec/veh)	LOS[a]	Delay (sec/veh)	LOS[a]	Delay (sec/veh)	LOS[a]
Broadway/Columbus Avenue	11.5	B	11.6	B	12.5	B
Jackson Street/Kearny Street	7.0	B	7.1	B	7.7	B
Jackson Street/Columbus Avenue	9.2	B	11.6	B	20.0	C
Washington Street/Kearny Street	5.8	B	6.1	B	6.4	B
Washington/Montgomery/ Columbus Avenue	8.0	B	7.9	B	9.0	B
Clay Street/Battery Street	8.1	B	8.1	B	8.7	B
Washington Street/The Embarcadero	10.5	B	10.8	B	13.0	B

Note:
sec/veh = seconds per vehicle
a. Level of Service determined from the *1985 Highway Capacity Manual (Updated 1994), Chapter 9.*

Source: Korve Engineering.

lots. Because surface parking lots are the most likely to be displaced by cumulative project development, it is not likely that the overall parking supply near the project site would change substantially under Future (Year 2015) Cumulative-with-Project conditions. Therefore, cumulative parking impacts from development on the project block would be less than significant.

With the addition of the St. Mary's project on Lots 11 and 13 of the project block, cumulative pedestrian-volume conditions in the project vicinity could be expected to be slightly worse than LOS B or better, as estimated for Existing Plus Project conditions, but would not likely reach or exceed LOS D. Therefore, cumulative pedestrian impacts from development on the project block would be less than significant. No methodology is available with which to evaluate cumulative pedestrian-volume conditions in intersections within the City beyond the project block because it is too speculative to establish precisely what intersections future employees and residents from blocks other than the project block would use to walk to transit, to shopping, or to other destinations. Therefore, cumulative pedestrian analyses were not performed for the project.

To minimize cumulative traffic impacts due to lane closures during construction, the District would ensure that the construction contractor(s) coordinates with the construction contractor(s) for any nearby projects that are concurrently planned for construction.

The proposed project would not create significant transportation or traffic impacts as discussed above for each impact topic.

NOTES: Transportation

1. Korve Engineering, *City College of San Francisco Chinatown-North Beach Campus Background Transportation Study*, April 1998.

2. Korve Engineering, *Kearny/Columbus Project Final Transportation Study*, September 1996. This transportation study was conducted for the 1996 SEIR on Lots 4 and 5. It can be reviewed at City College administrative offices at 33 Gough Street.

3. Korve Engineering, *Kearny/Columbus Project Final Transportation Study*, September 1996. This transportation study was conducted for the 1996 SEIR on Lots 4 and 5. It can be reviewed at City College administrative offices at 33 Gough Street.

4. Superdistricts are travel analysis zones established by the Metropolitan Transportation Commission (MTC). These Superdistricts provide a basis for geographic subareas in the City of San Francisco. Superdistrict 1 is generally bounded by Van Ness Avenue, Townsend Street, and the San Francisco Bay.

5. Part of the project site is located in the CCB District, and Lot 12 of the project site is in the CRNC District; under the City Planning Code parking requirements for these two districts, no off-street parking would be required, as none is required in the CRNC District, and the portion of the site within the CCB District is less than 20,000 square feet. However, the entire site is within the Washington-Broadway Special Use District No. 1 and is larger than 20,000 square feet; therefore, the parking requirements of Section 151 would apply, requiring about 23 parking spaces for the project. As the project proposes 114 spaces, it would exceed Planning Code requirements.

6. U.S. Department of Transportation; Federal Highway Administration; State of California, Department of Transportation; City and County of San Francisco, Planning Department, *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure, Final Environmental Impact Statement/Environmental Impact Report*, Planning Department File Nos. 92.202E and 94.060E, State Clearinghouse No. 92083065, August 1996. This FEIR is available for review in the administrative offices of the District at 33 Gough Street.

E. GEOLOGY AND SOILS

SETTING

This section provides the geologic and soils information needed to evaluate potential ground shaking and liquefaction hazards for the Chinatown/North Beach Campus project. Geologic and soils information included in the Initial Study (Appendix A of this EIR), in site assessments of subsurface conditions for previous project proposals, and existing regional, state, and federal publications form the data base for this discussion. Terms that are used in this EIR pertinent to San Francisco's geologic and seismic conditions are defined in the Glossary at the end of this section.

SEISMIC HAZARDS

Ground Shaking

The direct effects of seismically induced ground shaking result from a combination of surface (soil) conditions, the relative stiffness of subsurface geologic units, and the quality of construction at the site. Seismic ground motions range from very low intensities which cannot be detected, except by specialized equipment, to high intensities which can cause buildings to be shaken apart and heavy objects to be thrown into the air. A single earthquake can create the entire range of effects, depending on the moment magnitude of the earthquake, a given site's distance from the source of the earthquake, the geologic conditions at the site, and the design of the buildings on the site. Generally, the intensity of ground shaking increases with proximity to the source of the earthquake. However, given similar location and seismic energy output, vibrations would be least damaging at sites composed completely of bedrock. Sites underlain by major thicknesses of sediments (such as the fill, Bay Mud, and marine deposits beneath the project site) would experience more severe vibrational damage because of the sediments' tendency to deform to a greater degree than the bedrock./1/ For structures supported on sediments, the combination of ground deformation and susceptible building design (including foundation design) appears to determine the extent of damage, with well-constructed buildings founded on dense, undisturbed native deposits performing considerably better than moderately or poorly constructed buildings on

unengineered fill. Pile-supported foundations that depend on firm sediments or bedrock for their support perform better during seismic vibration than structures supported on soft sediments./2/

Liquefaction

In San Francisco, the potential for liquefaction (defined in Glossary) poses a hazard in areas of old artificial fill for two reasons: lack of fill compaction, and lack of fill content control. Much of the old artificial fill was placed in then-existing waterfront areas before modern engineering methods of compaction were developed or known to be needed. Essentially, any available material was dumped at the shoreline or in sloughs until new land rose above the high-tide level. The result was a loose, saturated deposit composed of irregular pockets of sand, gravel, rock, brick, lumber, or other disposed material. Only light structures could be supported on such material because almost any weight caused the fill to consolidate. The fill also settled under its own weight. During seismic ground shaking, vibration can cause this type of fill to liquefy under certain conditions of saturation. Such conditions do not exist throughout all filled areas, but because there is no record of what was used for fill at most sites along the former shoreline, only site-specific geotechnical investigations can demonstrate the presence or absence of liquefiable material. The fill in the project area is loose material of this type, some of which is subject to liquefaction./3/

PROJECT SITE CHARACTERISTICS

Subsurface Conditions

Subsurface investigations by Treadwell & Rollo indicate that the site of the Columbo Building is underlain by about 15 inches of rubble fill over as much as 80 feet medium-grained sand and silty sand with minor amounts of clay. The northern portion of the site contains organic soils overlying Bay Mud. There is no geotechnical investigation report for the Fong site, but the adjacent lot, on the opposite side from the Columbo Building site, is underlain by materials similar to those described for the Columbo Building site./4/ It is reasonable to assume that similar material lies between these two sites, but on-site geotechnical investigation would be necessary to confirm this assumption.

Ground Shaking

The Association of Bay Area Governments' computer models of the damage expected from major earthquakes on various segments of San Francisco Bay Area faults indicate that a M_w 7.1 earthquake on the Peninsula segment of the San Andreas fault would cause moderate structural damage (Modified Mercalli Intensity VIII, defined in Glossary) in the project area. Heavy structural damage (MM Intensity IX) would be caused by a M_w 7.3 earthquake that ruptured the entire length of the Hayward fault./5/

Liquefaction

The depth of the water table below the ground surface at the project site ranges from about 2 to 5 feet in loose granular materials and organic soils along Columbus Avenue to 10 to 14 feet in the dense marine deposits toward the center of the site. The presence of water in loose materials such as the unengineered fill at the project site produces conditions that could lead to liquefaction during seismic vibration./6/

REGULATORY BACKGROUND

Seismic Hazard Zones

Two major pieces of state legislation regulate construction near active fault traces: the Alquist-Priolo Earthquake Fault Zoning Act/7/ and the Seismic Hazards Mapping Act/8/. The purpose of the Earthquake Fault Zoning Act is to reduce the hazards posed by surface rupture of a fault. The project site is not in an Alquist-Priolo Earthquake Fault Zone, and no earthquake fault zones trend toward the site./9/ Consequently, there is little likelihood of surface rupture of a fault within the project area.

The purpose of the Seismic Hazards Mapping Act is to provide safeguards to the public from the effects of strong ground shaking, liquefaction or other ground failure, and other hazards caused by local conditions during earthquakes. The Act requires the State Geologist to delineate the various seismic hazard zones and requires that "cities and counties, or other local permitting authority regulate certain development projects within the zones. [These agencies] must withhold the development permits for a site within the zone until a

geotechnical evaluation is conducted and appropriate mitigation measures have been incorporated into development plans."/10/ The project area is in a liquefaction hazard zone, as designated on the Seismic Hazard Zones Map, which covers most of San Francisco./11/

Building Codes

The 1994 Uniform Building Code (UBC) is the basis of the current 1995 California Building Code (CBC), as specified in Title 24, California Code of Regulations, Part 2. The CBC is a modified version of the UBC, and contains more restrictive standards for structures in California that are subject to failures from seismically induced ground shaking (structural damage, liquefaction, settlement). In recent years the UBC has undergone major revisions that have strengthened the code substantially, and consequently resulted in similar strengthening of the CBC.

The UBC continues to be updated, and the 1997 revisions, which reflect the latest technology in seismic design and construction, are in the process of being finalized. Adoption of corresponding revisions to the CBC normally would be expected to follow within several months. During the period between the finalization of the 1997 UBC revisions and the adoption of the CBC, the 1997 UBC will contain some provisions which are more stringent than the 1995 CBC.

Much of the concern regarding seismic effects in the project area, such as liquefaction, grow out of concern that previous building codes might not have been adequate to address the special conditions of development in areas underlain by loose un-engineered fill. As a result of the continued updating of building codes, all major concerns related to structural design have been addressed as part of the standard regulations in the 1995 CBC, or the 1997 UBC./12/

IMPACTS

This impact section focuses on the special circumstances related to ground shaking and liquefaction. The seismic safety provisions of the currently applicable CBC (1995 or future revisions) are required to be met for all construction under the state's jurisdiction. The

provisions of the CBC pertain to the basic structure of each building, such as the foundation design and placement, the building design and construction, and certain non-structural issues (such as wall-cladding anchorage), as well as special requirements for certain high-occupancy uses and emergency response facilities (educational institutions, hospitals), and the way in which large or heavy equipment is secured. Strict enforcement of the seismic standards is the minimum requirement for development of the project site to reduce the chance of injury to people in or near the buildings during a major earthquake. Such enforcement reduces regulated hazards to an acceptable level.

SIGNIFICANCE CRITERIA

The project would have significant geologic impacts if it would create unacceptable risks of personal injury or property damage associated with seismic ground shaking, seismic-related ground failure (such as liquefaction), or other geological hazards (such as expansive soils).

GROUND SHAKING

During the useful economic life of the proposed building (at least 50 years), it is probable that the site will be subjected to at least one major earthquake which would create peak ground accelerations in excess of 0.5g throughout the Bay Area. Because the project site is underlain partly by deposits of Bay Mud and partly by dense sandy silt, it will respond differentially to these seismic vibrations. A report describing the specific geotechnical conditions related to anticipated ground shaking at the site (as well as soil support capacity, liquefaction potential, etc.) is required by the CBC, and would be prepared by the District's geotechnical investigation team prior to the design phase of the project. The report would contain the results of dynamic response modeling required by the CBC to establish the appropriate pile design for the foundation. In the absence of these results it is not possible to estimate precisely the peak accelerations that would occur at the project site. However, the minimum anticipated acceleration of the area is at least 0.5g./13/ This level of ground shaking could cause damage to structural elements of buildings and utility lines (twisting, breakage, debris shedding) and could cause associated ground failure, such as liquefaction (tilting or settlement of foundations), all of which pose risks of injury or death to people in or near the affected structure.

The CBC requires the use of site-specific seismic factors (as designated in the Building Code) in the modeling which establishes the design of the seismic-restraint systems to be built into the foundations and structures at the project site. Damaging levels of seismic vibration at the project site would be accounted for in the resultant design recommendations to be incorporated in the plans and specifications of the project. Incorporation of these recommendations would prevent substantial ground shaking damage to structural elements. Consequently, the risk of incurring direct results of ground shaking (structural damage) and its secondary results (exposure of people to seismic hazards) would be reduced to an acceptable level by compliance with the existing regulations in force for the development of the Chinatown/North Beach Campus. Therefore, the impact is considered less than significant under CEQA, and no further mitigation is necessary.

LIQUEFACTION

Recent analyses of sites in San Francisco underlain by substantial thicknesses of unengineered fill and Bay Mud indicate that seismically induced peak ground accelerations of 0.2g or higher could cause liquefaction of some of the saturated subsurface fill materials. During such an earthquake, as much as 1 foot of liquefaction-induced settlement could occur in deep fills, and abrupt liquefaction-induced differential settlement probably would occur in the vicinity of old timber piles along former shorelines. Structures supported on liquefiable materials could tilt or settle rapidly, thereby exposing occupants to injury or death. Deep foundations (such as pile-supported foundations or deep mat foundations) are necessary for major structures throughout the vicinity of the project site to prevent the effects of liquefaction./14/

Although site-specific conditions would dictate the appropriate pile design, precast, prestressed, sulfate-resistant concrete piles commonly are used to penetrate fill and Bay Mud. In the project vicinity, piles are supported on the bedrock in places where it is close enough beneath the ground surface to be reached easily. Where this is not the case, piles gain support by friction developed between the surface of the pile and the dense sandy and clayey sediments below the Bay Mud. Pile lengths are determined by such factors as diameter, weight-bearing capacity, and the density of the material from which they gain support. In the vicinity of the project site, pile lengths could range from about 30 feet to more than 200

feet. Where appropriate, a sulfate-resistant mix of cement typically is used to protect the concrete and reinforcing steel from the corrosive effects of old fill and Bay Mud.

The CBC requires the use of site-specific support factors (as designated in the Building Code) in the modeling which establishes the design of pile-supported or deep mat foundations at the project site. Levels of seismic vibration at the project site that could cause liquefaction would be accounted for in the resultant design recommendations to be incorporated in the plans and specifications of the project. Incorporation of these recommendations would prevent substantial liquefaction damage to the structures by isolating them from any underlying liquefiable materials. Consequently, the risk of incurring direct results of liquefaction (structural damage) and its secondary results (exposure of people to seismic hazards) would be reduced to an acceptable level by compliance with the existing regulations in force for the development of the Chinatown/North Beach Campus. Therefore, the impact is considered less than significant under CEQA, and no further mitigation is necessary.

EXPANSIVE SOILS

Expansive soils, such as the clays which may underlie the project site, shrink when dry and swell when wet, creating the potential to deform or shift building foundations, and causing damage to structures supported on them. This reaction is common to many clays in the Bay Area. It is mitigated readily through standard geotechnical practices, such as removal of the expansive soils and replacement with engineered fill, or recompaction of the expansive material. The procedures are familiar to contractors and building inspection departments in the Bay Area. The CBC requires treatment of expansive soils as part of the grading standards (Chapter 18, Foundations and Retaining Walls, and Chapter A33, Excavation and Grading). Adhering to the requirements in the CBC eliminates expansive soils as a potential threat to building foundations, irrespective of the depth of the foundation excavation. Consequently, the direct results of soil expansion (structural damage) and its potential secondary results (exposure of people to structural hazards) would be reduced to an acceptable level by the existing regulations in force for the development of the Chinatown/North Beach Campus. Therefore, the impact is considered less-than-significant, and no further mitigation is necessary.

GEOLOGY GLOSSARY

Bay Mud: A layered sequence of soft, plastic, expansive sediments forming the bottom of San Francisco Bay (often referred to as the "younger" Bay Mud), consisting of clay- and silt-sized particles interspersed with stringers and pockets of peat, fine sand, and minor amounts of gravel, and having a water content ranging between 30 and 92 percent (commonly 50 to 60 percent in the uppermost 50 to 100 feet of the deposit).

Characteristic Earthquake: The "moment magnitude" (see below) of the seismic event considered representative of a particular fault segment, based on seismological observations and statistical analysis of the probability that a larger earthquake would not be generated during a given time frame. In the Bay Area, the characteristic earthquake for the Peninsula segment of the San Andreas fault has a moment magnitude (M_w) of 7.1; the entire Hayward fault, a M_w of 7.3; and the northern segment of the Calaveras fault, M_w 6.9. The term "characteristic earthquake" replaces the term "maximum credible earthquake" (see below) as a more reliable descriptor of future fault activity.

Horizontal Ground Acceleration: The rate of speed at which soil or rock materials are displaced by seismic waves. It is measured as a percentage of the acceleration of gravity (0.5g = 50 percent of 32 feet per second squared, expressed as a horizontal force). *Peak* horizontal ground acceleration is the maximum acceleration expected from the characteristic earthquake predicted to affect a given area. *Repeatable* acceleration refers to the acceleration resulting from multiple seismic shocks. *Sustained* acceleration refers to the acceleration produced by continuous seismic shaking from a single, long-duration event.

Liquefaction: A response to severe ground shaking that can occur in loose soils. This transformation from a solid state to a liquid state ("quicksand"), as a response to seismically induced ground shaking, can cause ground settling and landsliding. Earthquake-induced liquefaction does not affect bedrock; however, it does affect certain types of alluvium and artificial fill under conditions of saturation. The characteristics of a liquefaction-prone deposit include: (1) uniformly fine sand or sandy soil; (2) saturated conditions—usually by groundwater; (3) loose to moderately dense compaction; and (4) little or no clay-sized particles to act as binders. If these conditions occur within about 30 to 40 feet below the ground surface, vibration sufficiently violent to increase pore pressure beyond the shear strength of the sand particles could cause such soils to liquefy. Any structures supported on the soils would be subject to tilting or settlement (sometimes very violent and rapid) as the supporting capabilities of the liquefying soil diminished.

Maximum Credible Earthquake (MCE): The largest Richter magnitude (M) seismic event that appears reasonably likely to occur under the conditions of the presently known geological framework. This term has been replaced by "characteristic earthquake," which is considered a better indicator of probable seismic activity on a given fault segment within a specific time frame.

Modified Mercalli Intensity (MMI) Scale: A 12-point scale of earthquake intensity based on local effects experienced by people, structures, and earth materials. Each succeeding step on the scale describes a progressively greater amount of damage at a given point of observation. Effects range from those which are detectable only by seismicity recording instruments (I) to total destruction (XII). Most people will feel Intensity IV ground motion indoors and Intensity V outside. Intensity VII frightens most people, and Intensity VIII causes alarm approaching panic. The physical effects of Intensity VIII ground shaking are general damage to ordinarily substantial buildings, including partial collapse; some damage to specially

designed structures; twisting or fall of chimneys, factory stacks, towers, and unreinforced masonry walls; movement of frame houses on their foundations, if they are not bolted in place; breaking of tree limbs and decayed timber pilings; and cracking of wet ground. The physical effects of Intensity IX ground shaking are considerable damage to specially designed structures; great damage to ordinarily substantial buildings, including partial collapse; destruction of poorly built structures; and liquefaction, settlement, and ground cracking of fill and other saturated fine sandy deposits. The scale was developed in 1902 by Giuseppi Mercalli for European conditions, adapted in 1931 by American seismologists Harry Wood and Frank Neumann for conditions in North America, and modified in 1958 by Dr. Charles F. Richter to accommodate modern structural design features.

Moment Magnitude (M_w): A logarithmic scale used by modern seismologists to measure the amount of energy released by an earthquake. For the purposes of describing this energy release (i.e., the "size" of the earthquake on a particular fault segment for which seismic-resistant construction must be designed), the moment magnitude (M_w) of the characteristic earthquake for that segment has replaced the concept of a maximum credible earthquake of a particular Richter magnitude. This replacement became necessary because the Richter scale "saturates" at the higher magnitudes; that is, the Richter scale has difficulty differentiating the size of earthquakes above M 7.5. The M_w scale is proportional to the area of the fault surface that shifts (slips) during an earthquake and, thus, is directly related to the length of the rupture. It reflects the amount of "work" (in the sense of classical physics) done by the earthquake. Although the numbers of the M_w scale may appear lower than those of the traditional Richter magnitudes, they convey more precise (and more useable) information to geologic and structural engineers.

Richter Magnitude Scale: A logarithmic scale developed in 1935 to 1936 by Dr. Charles F. Richter and Dr. Beno Gutenberg to measure earthquake magnitude (M) by the amount of energy released, as opposed to earthquake intensity as determined by local effects on people, structures, and earth materials (for a description of these effects, see Modified Mercalli Intensity Scale). Each whole number on the Richter scale represents a 10-fold increase in amplitude of the waves recorded on a seismogram and about a 31-fold increase in the amount of energy released by the earthquake. Because the Richter scale tends to saturate above about M 7.5, it is being replaced in modern seismological investigations by the moment magnitude (M_w) scale (see above).

San Francisco City Datum: For surveying purposes in San Francisco, a local datum was established, in the 19th century, at 8.66 feet above mean sea level, approximately higher high tide at the time.

Seismic Hazard Zones: In 1991 the State of California began delineating Seismic Hazard Zones in areas of the State where local geological, geotechnical, slope, or groundwater conditions indicate a potential for permanent ground displacements caused by earthquake vibrations such that mitigation as defined in Public Resources Code Section 2693(c) would be required. The zones are revised as new information becomes available. No structure for human occupancy, with the exception of single-family wood-frame or steel-frame dwellings not exceeding two stories in height and not part of a development of four or more dwellings, may be issued a building permit within a Seismic Hazard Zone until a geotechnical evaluation of the project site is conducted and appropriate mitigation measures are incorporated in the project plans. Liquefaction Hazard Zones have been delineated for San Francisco based on areas where liquefaction has occurred historically, and where local geological, geotechnical, and groundwater conditions indicate the likelihood of permanent ground displacement caused by earthquake-induced liquefaction.

NOTES: Geology and Soils

1. Borcherdt, R.D., J.F. Gibbs and K.R. Lajoie, *Map Showing Maximum Earthquake Intensity Predicted in the Southern San Francisco Bay Region, California, for Large Earthquakes on the San Andreas and Hayward Faults*, U.S. Geological Survey, Miscellaneous Field Studies Map MF-709, 1975, p. 11 and Sheet 2.

2. Montgomery, D.R., "Representative Damage Photographs from the Loma Prieta Earthquake," in: *The Loma Prieta (Santa Cruz Mountains), California, Earthquake of 17 October 1989*, S.R. McNutt and R.H. Sydnor, editors, California Division of Mines and Geology, Special Publication 104, 1990, pp. 113-120.

3. California Division of Mines and Geology, *State of California Seismic Hazard Zones, Official Map, South Half of the San Francisco North and Part of the Oakland West Quadrangles*, released April 17, 1997, scale 1:24,000.

4. a) Treadwell & Rollo, *Preliminary Site Assessment, Ils Lane Development, San Francisco, California*, April 1995, pp. 5 and 6.

   b) Treadwell & Rollo, *Phase II Investigation, 1 Columbus Avenue, San Francisco, California*, July 1997, Logs of Borings B-1 through B-4 (appendix figures 1 through 4).

5. Association of Bay Area Governments, *On Shaky Ground, City Maps: City of San Francisco*, Publication Number P95002EQK-SF-1, April 1995.

6. Seed, H.B., "Seismic Problems in the Use of Fills in San Francisco Bay," in *Geologic and Engineering Aspects of San Francisco Bay Fill*, H.B. Goldman, editor, California Division of Mines and Geology, Special Report 97, San Francisco, California, 1969, pp. 87-99, 2 figures.

7. *Alquist-Priolo Earthquake Fault Zoning Act*, California Public Resources Code, Division 2. "Geology, Mines and Mining," Chapter 7.5 "Earthquake Fault Zones," Sections 2621 through 2630; signed into law December 22, 1972, amended 1974, 1975, 1976, 1979, 1991, 1993, 1994. Prior to 1994 this legislation was known as the Alquist-Priolo Special Studies Zones Act.

8. *Seismic Hazards Mapping Act*, California Public Resources Code, Division 2. "Geology, Mines and Mining," Chapter 7.8, effective date April 1, 1991.

9. Hart, E.W., *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps*, California Division of Mines and Geology, Special Publication 42, revised 1994, 34 pp.

10. State Mining and Geology Board, *Guidelines for Evaluating and Mitigating Seismic Hazards*, 1997, p. 7.

11. California Division of Mines and Geology, *State of California Seismic Hazard Zones, Official Map, South Half of the San Francisco North and Part of the Oakland West Quadrangles*, released April 17, 1997, scale 1:24,000.

12. Chapters 16 and A16 of the California Building Code deal with structural force design requirements, including (but not limited to) regulations governing seismic-resistant construction. Chapters 18, 33, and A33 deal with foundations, retaining walls, excavation and grading, including (but not limited to)

requirements for foundation investigations, seismic-resistant design, stable cut- and fill-slopes, and drainage and erosion control.

13. Greensfelder, R.W., *Maximum Credible Rock Acceleration from Earthquake in California*, California Division of Mines and Geology, Map Sheet 23, 1974, scale 1:2 500 000.

14. Treadwell & Rollo, *Draft Geotechnical Investigation, Pacific Bell Park, San Francisco, CA*, September 4, 1996, Appendix E, Seismic Hazard Analysis, Figures E-7 - E-12.

F. HAZARDS AND HAZARDOUS MATERIALS

Hazards are addressed in this EIR insofar as they relate to possible soil and groundwater conditions at the project site and the potential for hazardous building components to be present in the Fong Building.

SETTING

SITE CONDITIONS

The project site is not listed on the *State of California Hazardous Waste and Substances Sites List* prepared pursuant to Government Code Section 65962.5,/1/ and it is not located bayward of the historic high tide line as defined for purposes of San Francisco's Maher Ordinance./2/ Nevertheless, a Preliminary Site Assessment and a Phase II Investigation have been completed for Lots 4 and 5./3/ Historic uses on this portion of the project site have included a furniture and mattress factory, a paint shop, a garment factory, a printing and photographic processing facility, a tin shop, a gunsmith, and a cleaners.

Three underground storage tanks and their associated pipes were removed from Lots 4 and 5 in 1996. At the time, no evidence suggested contamination as a result of these tanks./4/ Analytical tests of soil samples collected at the site a few months later found no volatile or semivolatile organic compounds, polynuclear aromatic hydrocarbons, petroleum hydrocarbons as gasoline, or polychlorinated biphenyls (PCBs). Relatively low levels of recoverable petroleum hydrocarbons were detected in one sample. Lead concentrations were reported in most soil samples; however, lead levels were below hazardous waste criteria. The results indicate that soil excavated from the site can be exported without any restrictions. A groundwater sample tested for petroleum hydrocarbons as gasoline and diesel, volatile organic compounds, and other compounds specified by the San Francisco Department of Public Works indicated that groundwater pollutant concentrations are below the criteria for discharge into the sewer.

A Phase I Environmental Site Assessment prepared for the Fong Building identifies past uses of Lot 12. As early as 1887, these uses included a stove foundry, a toilet molding operation,

a machine shop, a silk reeling business, and a tin shop./5/ Later, the site was occupied by a saloon, a restaurant, and lodging facilities. In the 1970s, a portion of the site was used for garment manufacturing and other commercial purposes. Evidence suggests that the site of the Fong Building is underlain by fill. Fill materials could include refuse from the 1906 earthquake, which could contain hazardous materials. Soil and groundwater sampling has not been undertaken to determine whether any potential contamination exists. Furthermore, investigations have not precluded the possible contamination of the Fong Building property as a result of off-site releases from neighboring properties.

A Pacific Gas & Electric company transformer appears to be located on the east side of the Fong Building along Ils Lane./6/ The transformer may or may not contain PCBs. No other information is available regarding the potential for other building components at the project site to contain hazardous materials, including asbestos, PCBs, lead, or mercury.

REGULATORY CONTEXT

The California Department of Toxic Substances Control and the San Francisco Bay Regional Water Quality Control Board identify standards for soil and groundwater remediation. Regulations pertaining to asbestos abatement are overseen by the Bay Area Air Quality Management District and the California Division of Occupational Safety and Health. The U.S. Department of Housing and Urban Development has promulgated *Guidelines for Evaluation and Control of Lead-Based Paint Hazards* to protect human health and the environment during demolition activities involving lead-based paint./7/ PCBs are regulated under the federal Toxic Substances Control Act of 1976. The San Francisco Department of Public Health oversees many locally enforced state and federal hazardous waste regulations, including those applicable to hazardous waste generators.

IMPACTS

SIGNIFICANCE CRITERIA

An activity related to demolition or construction that could expose persons or the environment to hazardous materials or groundwater or soil containing hazardous materials at

concentrations in excess of applicable state and federal guidelines would have a significant environmental effect.

ENVIRONMENTAL EFFECTS RELATED TO SITE CONDITIONS

Site investigations have concluded that soil or groundwater at Lot 12 may be contaminated, although possible contamination has not been confirmed. As part of the project, the District would investigate the potential for soil or groundwater on site to be contaminated by sampling the soil and groundwater once the Fong Building is demolished. The District would compare test results with hazardous waste site clean-up standards relying on whatever guidance is available from the California Department of Toxic Substances Control and the San Francisco Bay Regional Water Quality Control Board. Then, the District would take steps necessary to clean-up any contaminated soil or groundwater in compliance with appropriate remediation standards. Compliance with all applicable hazardous materials laws will ensure that the project will not expose persons or the environment to hazardous materials concentrations in excess of state and federal guidelines, and thus this impact of creating potential hazards associated with possible soil and groundwater containing hazardous materials, and, thus, is considered less than significant.

A Pacific Gas & Electric company transformer appears to be located on the east side of the site along Ils Lane; however, no other information is available regarding the potential for the buildings on site to contain building components containing hazardous materials. The Fong Building was constructed in 1910 and remodeled in 1936, and hazardous materials could be present because asbestos, PCBs, and lead were commonly installed through the 1970s in insulation, floor tiles, roofing tar, electrical transformers, fluorescent light ballasts, and paint. Mercury remains a common component of electrical switches and fluorescent light bulbs.

If hazardous materials were to exist in buildings on site, they could pose hazards to workers, neighbors, and the environment during building demolition, especially if individuals were to be exposed to dust or debris, or if hazardous wastes were to be disposed of improperly. As explained above in "Regulatory Context," the handling of hazardous materials that might be encountered in the buildings is strictly regulated by many federal, state, and local laws

administered by various public agencies. In demolishing the two buildings, the District would comply with all applicable hazardous materials laws and regulations. Thus, the District would investigate the potential for building components that contain hazardous materials, test suspect materials as necessary, compare the test results with hazardous waste criteria, and manage and dispose of any hazardous wastes in accordance with health, safety, and environmental laws, regulations, and standards. Compliance with all applicable hazardous materials laws will ensure that the project will not expose persons or the environment to hazardous materials concentrations in excess of state and federal guidelines, and thus this impact is considered less than significant.

NOTES: Hazards and Hazardous Materials

1. California Environmental Protection Agency, Hazardous Materials Data Management Program, *State of California Hazardous Waste and Substances Sites List*, December 1994.

2. San Francisco Municipal Code, Chapter 10, Article 20.

3. a) Treadwell & Rollo, *Preliminary Site Assessment: Ils Lane Development, San Francisco, California*, April 4, 1995.

   b) Treadwell & Rollo, *Phase II Investigation: 1 Columbus Avenue, San Francisco, California*, July 30, 1997.

4. Treadwell & Rollo, *Removal of Underground Tanks: 620 and 630 Washington Street, San Francisco, California*, January 8, 1997.

5. Trans Pacific Geotechnical Consultants, Inc., *Phase I Environmental Site Assessment (Draft), Proposed Chinatown Center, Columbus Avenue, San Francisco, California*, prepared for City College of San Francisco, March 13, 1998.

6. Trans Pacific Geotechnical Consultants, Inc., *Phase I Environmental Site Assessment (Draft), Proposed Chinatown Center, Columbus Avenue, San Francisco, California*, prepared for City College of San Francisco, March 13, 1998.

7. U.S. Department of Housing and Urban Development, *Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing*, June 1995 (revised 1997).

IV. MITIGATION MEASURES

As a general matter, measures required by law are not included in this chapter; they are summarized in the respective environmental category. The following is a summary of all mitigation measures identified in the Initial Study (see Appendix A) and in this EIR in Chapter III, Environmental Setting and Impacts.

A. MITIGATION MEASURES IDENTIFIED IN THE INITIAL STUDY

AIR QUALITY (AQ)

AQ-1 Dust Control: The District would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that nonpotable water be used for dust-control activities, and the District would agree to require that the contractor(s) obtain reclaimed water from the City Clean Water Program for this purpose.

AQ-2 Efficient Operation of Construction Equipment: The District would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants through the prohibition of idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

NOISE (NS)

NS-1 Pile-Driving Mitigation: The District would require that the construction contractor(s) limit pile-driving activity to result in the least disturbance to people. This could require a work permit from the Director of Public Works pursuant to San Francisco Noise Ordinance §2908 if pile driving during nighttime hours were determined to be less disruptive to neighboring uses.

The District would require that the project contractor(s) predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. The District would require project contractor(s) to use construction equipment with state-of-the-art noise shielding and muffling devices.

CULTURAL RESOURCES (CR)

CR-1 Archaeological Testing: Given the location and depth of the excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the San Francisco Community College District (District) would retain the services of an archaeologist. Following demolition, but during removal of foundation materials, as well as during excavation, the archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings, or trenches, and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the District. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the District and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the District and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted to the District. During the monitoring program, the District would designate one individual on-site as its/their representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the District and would halt any activities that the archaeologist and the District jointly determine could damage such cultural resources. Ground-disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the District, the archaeologist would prepare a written report to be submitted to the District, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the District would implement specific mitigation measures. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent

directly to the District for review. Following approval by the District, copies of the final report would be sent to the California Archaeological Site Survey Northwest Information Center and the President of the Landmarks Preservation Advisory Board. Copies of written reports generated by this mitigation measure would be forwarded to the San Francisco Planning Department for informational purposes.

Should human remains of Native American origin be encountered during excavation or construction activities and to assure preservation and protection of the remains in a respectful manner, the District would contact the County Coroner's office and the Native American Heritage Commission, pursuant to the procedures set forth in Section 7050.5 of the *Health and Safety Code* and Sections 5097.9 to 5097.99 and 5097.991 of the *Public Resources Code*.

B. MITIGATION MEASURES IDENTIFIED IN THIS EIR

HOUSING (HG)

HG-1 Replacement Housing: The District would participate in the Treasure Island Consortium to renovate existing housing at the former Treasure Island Naval Station, to be made available for City College faculty and students. The District Board of Trustees in March 1998, authorized City College of San Francisco participation in the Treasure Island Consortium. Under the consortium plan, about 600 existing 3- and 4-bedroom units, former military housing at the Treasure Island Naval Station, would be renovated for rental to students, faculty, and staff associated with consortium members. The consortium includes the City College of San Francisco, the University of California San Francisco, and the University of San Francisco. Up to 50 units would be set aside for City College use. These units would likely be made available primarily to faculty and foreign students. The units are expected to be available beginning in the Fall 1998 term.

This mitigation measure would reduce somewhat the adverse effect of demolishing the 21 residential units in the Fong Building. However, the impact of removing residential units would be substantially inconsistent with the City Planning Code and would remain significant.

ARCHITECTURAL RESOURCES (AR)

The District's agreement to purchase Lots 4 and 5 specifies that the seller, the Pan Magna Group, will prepare historic documentation for the Colombo Building, as specified below, as a condition to the sale.

AR-1 Historic Documentation: Prior to the demolition of the Colombo Building, the seller of Lots 4 and 5, the Pan Magna Group, would prepare historic documentation, to Historic American Buildings Survey (HABS) recordation standards, which would include the following:

- A written description of the Colombo Building;
- Photographic documentation of the exterior of the Colombo Building. Such documentation would be provided to HABS standards of detail and quality for photographic documentation in 4x5 or 5x7 photographs and negatives;
- A full set of measured drawings of the Colombo Building. Such drawings would be prepared according to HABS standards of detail and executed in ink on mylar.

Copies of the narratives, photographic documentation, and detailed notes on the measurement of the Colombo Building would be submitted to the City and County of San Francisco Planning Department prior to authorization of any permit that may be required for demolition of the Colombo Building by the District. Completed drawings would be provided to the Planning Department within 180 days after issuance of any rquired demolition permit.

In addition, the Pan Magna Group would prepare and transmit the photographs and descriptions of the Colombo Building to the Landmarks Preservation Advisory Board, State Office of Historic Preservation, National Park Service,

Bancroft Library at the University of California, Berkeley, and the History Room of the San Francisco Public Library.

The above mitigation measure is similar to the measure previously identified as a condition of approval for the 1996 Kearny Street/Columbus Avenue project./1/ The measure would reduce the adverse effect of demolition of the Colombo Building, but the loss of the structure determined to be eligible for listing on the National Register of Historic Places would still be considered significant.

NOTES: Mitigation Measures

1. City and County of San Francisco, Planning Commission, File No. 94.615 EKC, *898 Kearny Street/One Columbus Avenue,* Assessors Block: 195, Lots: 11 & 13 (Site "A"), 4 & 5 (Site "B"), Motion No. 14254, Exhibit A, Conditions of Approval, December 12, 1996.

V. ALTERNATIVES

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with them. The range of alternatives discussed below focuses on those that would feasibly attain most of the basic objectives of the project and avoid or substantially lessen its significant effects. The rationale for rejecting alternatives considered but removed from detailed study is also provided. The primary factor taken into account in selecting these alternatives is the ability of the alternative to avoid or substantially reduce a significant effect of the project. Other factors taken into account in selecting these alternatives include site suitability, economic viability, availability of infrastructure, consistency with local plans, jurisdictional boundaries, and the ability of the Community College District to acquire, control, or otherwise have access to alternative sites. The analysis below is intended to allow meaningful evaluation and comparison with the proposed project (CEQA Guidelines, Section 15126).

Based on environmental and public review, the Community College District could select an apparent best alternative or a combination of various elements of the alternatives for implementation. The alternatives analyzed in the EIR are:

- No Project/Existing Conditions Alternative (Alternative A1)
- No Project/Previously Approved Office/Residential Project Alternative (Alternative A2)
- Development of Lots 4 and 5/No Housing Displacement Alternative (Alternative B)
- Preservation Alternative (Alternative C)
- Alternative Sites Considered

In addition, the EIR presents a brief analysis of 23 additional alternative sites in Chinatown and North Beach that were considered and rejected by the District during the five-year search for an appropriate site.

Following public review and certification of the EIR, the District Board of Trustees will consider the alternatives set forth in the EIR when the Board decides whether to approve the project. At that time, the Board will take into account specific economic, legal, social, technological, and other considerations in determining whether adoption of an alternative to the proposed project would be feasible or infeasible.

A. NO PROJECT ALTERNATIVE

NO PROJECT / EXISTING CONDITIONS (ALTERNATIVE A1)

Alternative A1 would entail no physical change to the site as it now exists. Lot 4, the Colombo Building, would be retained, and Lot 5, the adjacent excavated parcel, would remain vacant. Lot 12, the Fong Building, would remain as currently developed.

If this alternative were implemented, none of the impacts associated with the proposed project would occur. In general, the environmental characteristics of Alternative A1 would be those described in the Setting sections of this EIR (see Chapter III, Environmental Setting and Impacts, for a discussion of the existing conditions or setting for each impact). Because the Colombo Building would not be demolished, this alternative would avoid significant adverse effects on historic architectural resources. Other impacts including potential effects on subsurface cultural resources would not occur. The Fong Building would not be demolished, avoiding demolition of residential units, and therefore, avoiding conflict with City Planning Code provisions for the Chinatown Community Business District.

With Alternative A1, land use, aesthetics, transportation, seismic, and hazards impacts associated with the construction of the project would not occur. Transportation conditions, as base conditions with cumulative development, would continue to exist around the site. Existing potential hazards would remain or would be remediated separately from the project. There would be no potential demolition- or construction-related worker exposure to, or disposal of,

hazardous materials, or potential exposure for other persons; nor would there be any remediation, if necessary, of contaminated soils (or groundwater if applicable).

NO PROJECT/PREVIOUSLY APPROVED OFFICE/RESIDENTIAL PROJECT (ALTERNATIVE A2)

CEQA requires that the "no project" alternative discuss the development that would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans. On Lot 4 (the Colombo Building site) and Lot 5, the City and County of San Francisco has already issued a demolition permit for the Colombo Building and has approved construction of either an eight-story office building, or, alternatively, a seven-story residential building on the site. Because the approvals are already in place, it is very likely that demolition of the Colombo Building and construction of the office or residential tower will take place in the near future if the college project is not approved.

Alternative A2 assumes that the proposed Chinatown/North Beach Campus project would not be constructed, and that the previously approved Kearny Street/Columbus Avenue Project would be constructed instead on Lots 4 and 5 of the project site. The Fong Building on Lot 12 would not be demolished and would remain as is.

The December 1996 approval for the Kearny Street/Columbus Avenue Project was for Alternative C in the 1996 SEIR. That alternative included the St. Mary's project on Site A (not on the Chinatown/North Beach Campus project site) as proposed in the Kearny Street/Columbus Avenue Project, and a reduced-unit, lower-height, market-rate housing scheme on the Site B component, which is comprised of Lots 4 and 5 of the Chinatown/North Beach Campus project site. The 1996 approval also allows the option of developing office space, approved in 1987 as part of the Pan Magna Plaza Mixed Use Development Project, and analyzed in the 1987 FEIR.

If the approved residential project is developed on Lots 4 and 5, it would be a seven-story, 74-foot-high (not including the elevator penthouse) building containing 42,000 gsf of residential

(46 market-rate housing units), and approximately 9,500 sq. ft. of ground-floor retail use. A roof-top residential open space of 2,200 gsf would be included, and parking would consist of 50 self-park spaces.

If the approved office project is built on Lots 4 and 5, it would consist of an eight-story, 110-foot-high (including mechanical penthouse) building with 81,300 gsf of office space, 9,500 gsf of ground-floor retail, and 15 self-park or 31 valet parking spaces.

Environmental analysis of this Alternative A2 has been performed in the 1996 SEIR and the 1987 FEIR for Lots 4 and 5; the analyses in those EIRs are hereby incorporated by reference./1/,/2/

Because no development would occur on Lot 12, and the Fong Building would not be demolished, Alternative A2 would avoid the project's significant and unavoidable impact of demolishing 21 residential units. Other land use impacts under Alternative A2, such as scale, character, intensity of land use, would be similar to those described for the proposed project, and would remain less-than-significant impacts under this alternative as with the project. Impacts of Alternative A2 on aesthetics would involve changes in existing form and scale of development, similar to the proposed project, and would remain less-than-significant under this alternative. Alternative A2 and the proposed project would have the same significant and unavoidable impact of demolishing the Colombo Building, a building that is eligible for listing on the National Register of Historic Places.

The Kearny Street/Columbus Avenue Project would result in substantially fewer PM peak hour vehicle-trips than the proposed project, 27 vehicle-trips under the Kearny Street/Columbus Avenue Project compared to 84 under the Chinatown/North Beach Campus Project, and therefore a lower magnitude of traffic-related impacts than under the proposed project. Neither project would cause an intersection PM peak hour service level to degrade to worse than LOS D, the standard for a significant impact. Similarly, neither project would cause pedestrian volumes on area crosswalks to degrade to worse than LOS D. Both projects would

provide adequate loading facilities and would not cause substantial street blockages from truck or delivery vehicles. The two projects would have similar temporary construction-related transportation impacts due to construction truck movements, lane and sidewalk closures, and bus stop relocation. Both projects would implement measures to reduce the effects of construction traffic and to minimize congestion. As the proposed project would have less-than-significant impacts, Alternative A2 would have less-than-significant transportation impacts.

Geology issues were not analyzed in the 1987 FEIR or 1996 SEIR for the project site. Geological and soils conditions on Lots 4 and 5 would be the same under either Alternative A2 or the proposed project, regardless of the type of development. Therefore, ground shaking impacts would be the same under either Alternative A2 or the proposed project, and would be less than significant. Potential demolition- or construction-related worker exposure to, or disposal of, hazardous materials could be less under Alternative A2 because the Fong Building would not be demolished, and therefore, would be a less-than-significant impact under Alternative A2 as with the proposed project.

B. DEVELOPMENT OF LOTS 4 AND 5 / NO HOUSING DISPLACEMENT ALTERNATIVE (ALTERNATIVE B)

Alternative B would develop a smaller Chinatown/North Beach Campus, with about 65,000 asf and 104,000 gsf on Lots 4 and 5 only. This alternative would not develop Lot 12, thereby avoiding the demolition of the Fong Building and the loss of 21 housing units. This alternative would include a 109-foot-tall (including a mechanical penthouse), eight-story building. This alternative would provide about 65% of the program space proposed with the project (i.e., 101,000 asf and 158,000 gsf), with proportionately reduced classroom, laboratory, and administrative space.

Because development of Lots 4 and 5 would be within a triangular configuration, the floor area in Alternative B would be less efficient than with the proposed project. The project, with use of Lot 12, would include more rectangular floor area. Thus, the floor area of this

alternative would likely be effectively lower than the 65,000-asf program space noted above. This alternative would accommodate about 15 classrooms and 7 laboratories, compared to 36 and 16, respectively, provided under the proposed project. The alternative would provide about 40 parking spaces, compared to 114 with the project.

Alternative B would develop approximately 65% of the proposed project's program requirements. As a result, impacts of the proposed project that are proportionately related to the size of development would be reduced correspondingly. These impacts include land use, aesthetics, and transportation. This alternative would avoid the significant project effect of the loss of 21 residential units on Lot 12, and would respond to City Planning Code requirements for maintaining housing supply in Chinatown. As with the proposed project, Alternative B would have a less-than-significant effect on the intensity of land use and the scale and form of existing development, but would have less of an effect than the proposed project. This alternative would avoid possible effects on subsurface cultural resources on Lot 12. As with the project, the demolition of the Colombo Building with this alternative would be a significant adverse effect. The demolition of the Colombo Building under this alternative would not have different impacts than the project on the Jackson Square Historic District or the proposed Chinatown Historic District. As with the project, this alternative could change the type of development compared with existing low-rise structures, but would have no direct physical effect on the districts. Because Alternative B would be about 65% smaller than the proposed project, it is anticipated that transportation-related impacts would be proportionately smaller in magnitude. As there are no significant transportation impacts identified for the project, there would be no significant transportation impacts for Alternative B. Ground-shaking impacts would be the same for Alternative B as for the proposed project because sub-surface conditions would be the same under either Alternative B or the project. As with the project, there also may be some potential for construction-related worker exposure to, and disposal of, hazardous materials. This alternative would avoid potential exposure of people to possibly contaminated soil or groundwater on Lot 12. This alternative would not change any other conclusions regarding potential significant effects that would occur with the project.

C. PRESERVATION ALTERNATIVE (ALTERNATIVE C)

Alternative C would retain the Colombo Building. One additional floor would be added to the Colombo Building, covering 75% of the building footprint, and a new building would be constructed on Lots 5 and 12. The new building would be eight stories on Lot 5 and seven stories on Lot 12. The new building would be connected directly to the Colombo Building and between Lots 5 and 12 by way of pedestrian bridge, at levels 4 through 7, across Ils lane. The new building on Lots 5 and 12 would also provide one and one-half levels of subterranean parking. Including a mechanical penthouse, the height of the new building at Lot 5 would be approximately 109 feet, and at Lot 12, the height would be approximately 94 feet. The height of the Colombo Building, with the additional floor covering 75% of the floor area, would be approximately 48 feet.

Alternative C would develop approximately 75% of the proposed project's program requirements. The alternative would house 22 classrooms, 8 laboratories (primarily computer and language laboratories), an auditorium and multi-purpose room, administration and faculty offices, a library and a child care center totaling approximately 119,000 gsf, or about 73,000 asf of program space. The entrance to the building would be from Columbus Avenue. Ground-floor uses would include a senior center, student bookstore, and possibly a student-operated restaurant. There would be 50 total parking spaces for students, faculty, and other staff.

To preserve the Colombo Building the primary development opportunity would be on Lots 5 and 12. Alternative C would reduce total development on the site by about 39,000 gsf compared to the proposed project. This represents a loss of approximately 14 classrooms and 8 laboratories and a significantly reduced library and childcare development. Alternative C also represents 64 fewer parking spaces. In contrast, the proposed project would demolish the Colombo Building and construct approximately 158,000 gsf of a community college land use in an eight-story building on Lots 4 and 5 and a seven-story structure on Lot 12, with two levels of basement parking.

The primary objective of Alternative C would be the preservation of the Colombo Building, which is eligible for listing in the National Register of Historic Places. This would avoid the significant impact of demolishing the Colombo Building, which would occur with the project as proposed.

As with the proposed project, demolition of the Fong Building would result in the loss of 21 residential units. This alternative would retain views of the Colombo Building from Columbus Avenue near the site. New construction on Lots 5 and 12 would be visible from nearby locations as with the proposed project, with 75% of its roof area incorporated in the new building. Ground-shaking impacts would remain the same under this alternative as for the project. This alternative would avoid impacts on possible prehistoric or historic subsurface cultural resources underlying Lot 4. Traffic effects on local intersections would be similar for this alternative as the proposed project in that the level of service at the studied intersections would be expected to remain at LOS B. However, this alternative would provide 64 fewer parking spaces than the project. This would increase the parking shortfall; as with the proposed project, this would not be considered a significant effect. This alternative would not change any other conclusions regarding potential significant effects that would occur with the project.

D. ALTERNATIVE SITES CONSIDERED

In the course of planning for facilities needs for the Chinatown/North Beach Campus, as discussed in Chapter II, Project Description, campus staff reviewed the availability and suitability of 31 sites for the new campus. The planning activities included formation of a Building Committee in 1994, representing Chinatown/North Beach Campus faculty, staff, and students. The Committee identified strategies related to the lease or purchase of one or more sites in Chinatown/North Beach. The strategies ranged from extending the lease for the existing main campus at 940 Filbert Street and the other existing satellite sites in Chinatown, to purchase and development of a new site. In 1996, the District contracted with a real estate broker to assist in identifying suitable locations for a new campus. Of the 31

sites identified by the District, the following eight alternative sites were considered in some detail and analyzed for their appropriateness as a new site.

940 FILBERT STREET (EXISTING CHINATOWN/NORTH BEACH CAMPUS)

The structure is an un-reinforced masonry building. If the property were purchased from the San Francisco Unified School District, the building would require substantial upgrading to current disabled access and seismic code requirements, and would require other refurbishing related to wiring, computer services, and other facilities. Remodeling the building would result in a substantial loss of program space because more space would be required to accommodate the necessary mechanical, electrical, and access changes. Construction at the main campus would result in the unacceptable closure of the Chinatown/North Beach program for up to two years. The location is not central to the Chinatown area and is located at a distance from convenient bus routes. Program needs would not be met on this site and a severe loss of revenue would result.

720 CALIFORNIA STREET

This former Blue Shield Building is 91,657 gsf including basement areas, and is available for lease. The building is not available for purchase. The available floor area is inadequate to meet program needs, and the building would require major structural upgrades.

750 CALIFORNIA STREET

This is a vacant site between Stockton and Powell Streets. It is developable for about 97,000 gsf with purchase of air rights from the YMCA, fronting on Sacramento Street. A new building would likely cast new shadows on the Chinatown playground north of Sacramento Street. The YMCA has indicated an interest in developing joint-use space, with college programs on weekdays and YMCA programs on weekends. The site is considered less convenient to public transportation than desirable, and pedestrian access is from a steep hill. The developable program area would not meet program requirements.

BROADWAY AND SANSOME STREET

This vacant, City-owned, former Caltrans Embarcadero Freeway property is 17,825 sq. ft. with a narrow configuration. Placement of the program within an eight- to nine-story building with parking would be inefficient on this size site. The no-stopping and no-parking prohibitions on Broadway would make student drop-off and pick-up difficult, and traffic might be a safety hazard. This site is expected to be designated as the new location of the Central Police Station, and is not available.

BROADWAY AND BATTERY STREETS

This City-owned, former Caltrans Embarcadero Freeway property is 30,938 sq. ft., and is the largest of the three parcels owned by the City in this area. The configuration of the lot and its frontage on Broadway and Front Street makes it suitable for joint use as a school with community space, or possibly housing. On-site parking would also be possible. The site is expected to be designated for housing, and thus is not available./3/

BROADWAY AND DAVIS STREETS

This City-owned, former Caltrans Embarcadero Freeway property is 10,805 sq. ft. The program would require a tower of 13 or more floors. The potential space for parking use would be very limited. Public transportation is not as accessible for this location as well as the other locations along the Broadway Corridor.

LOTS 6 AND 7 ON WASHINGTON STREET BETWEEN KEARNY AND COLUMBUS

As an alternative to the acquisition and use of the Fong parcel (Lot 12), acquisition of Lots 6 and 7 was considered for development with Lots 4 and 5. The property is not on the market, but the owners appear willing to consider an offer. However, developing these two parcels would increase the chance of a new shadow on Portsmouth Square because the lots are west of Lots 4 and 5. Significant new shadows on Portsmouth Square is considered unacceptable.

LOTS 11 AND 13 ON KEARNY BETWEEN JACKSON AND WASHINGTON

This site is approved for the St. Mary's Chinese Catholic Center and Schools, Chinese Community Housing Corporation, and Kearny Street Housing Corporation project (identified in this EIR as the St. Mary's project). The site is not available for community college uses.

OTHER ALTERNATIVE SITES

The Building Committee also considered 23 additional alternative sites. Table 6 lists properties considered for possible lease or purchase, and the general reasons the sites were not pursued further. After consideration of those sites, the District found no site available for lease or purchase that would meet project objectives.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126 (d)(4) requires EIRs to identify the "environmentally superior alternative." After Alternative A1 (No Project/Existing Conditions), Alternative C, the Preservation Alternative, is considered the environmentally superior alternative. Alternative C would avoid demolition of the Colombo Building, considered eligible for the National Register of Historic Places, a site-specific significant environmental effect.

Notes: Alternatives

1. City and County of San Francisco, Planning Department, *Kearny Street/Columbus Avenue Project, Final Supplemental Impact Report*, Planning Department File No. 94.615E, State Clearinghouse No. 86031123, December 12, 1996.

2. City and County of San Francisco, Department of City Planning, *Pan Magna Plaza Mixed Use Development, Final Environmental Impact Report*, Planning Department File No. 84.533E, State Clearinghouse No. 86031123, June 4, 1987.

3. Gerald D. Adams, San Francisco Examiner, "Former Off-Ramp Site for Housing," Tuesday, November 5, 1996, p. A-4.

The above EIRs are available for review at the District's administrative offices at 33 Gough Street, and at the Chinatown and North Beach branch libraries.

TABLE 6
OTHER ALTERNATIVE SITES CONSIDERED
FOR RENT/LEASE

LOCATION	ATTRIBUTES	SIZE	AVAILABILITY
Winfield Scott Elementary School	Used as a temporary location during construction. May not be a suitable site for students due to its location in the Marina District.		Short-term and long-term use as alternate and/or additional space.
School of Business and Commerce on Broadway	Converted to John Yehall Chin Elementary School.		Not available.
Office Building at Columbus & Kearny	Office Building.	Would not meet program needs.	Portions of the building available.
Kearny and Washington	Existing surface parking lot. Owners interested in selling to overseas entities. Size of building would be more than 2-3 stories with possible shadow effects on Portsmouth Square.	Not adequate for program needs assuming shadow and height constraints.	Available at over $10 million.
Building at southwest corner of Kearny & Broadway	Formerly the Off Broadway night club. Ground-floor commercial and two upper floors residential.	Would not meet program needs.	Not available.
353 Broadway	Across from John Yehall Chin Elementary School.	Would not meet program needs.	Portion of building available.
333 Broadway		Would not meet program needs.	Portions of building available.
901-919 Sansome		Would not meet program needs.	Portions of building available.
855 Battery	Office space.	Would not meet program needs.	Portions of building available.
615 Grant Avenue	Space would need to be reconfigured to meet needs. Would require retrofit and addition of adequate restroom facilities.	Would not meet program needs.	Available for short term only.
990 Columbus Avenue	Commercial space on ground floor. Upper floors are currently condos but could be converted to classroom space. 11,000 to 12,000 asf of needed program space met. Cost of $1.85 million.	Would not meet program needs.	Available.
Lee Mah Building Filbert & Columbus	Considered as additional space if adjacent properties were purchased.	Would not meet program needs.	Not available. Recently purchased by Northeast Mental Health.

Table 6 (continued)

FOR PURCHASE			
LOCATION	**ATTRIBUTES**	**SIZE**	**AVAILABILITY**
Garage, parking lot and Pagoda Theater corner of Filbert & Columbus	Each property is individually owned.	Would not meet program as available needs.	Garage is not available. The Pagoda Theater is being developed. The parking lot is available.
Our Lady of Guadalupe Church - Between Broadway near Powell	Residential area. Infeasible renovation required to meet needs. No parking available.		Available when St. Mary's School relocates.
St. Mary's Center - On Stockton between Clay & Washington	Central location. Parking unavailable. Varying levels and restricted square footage make the conversion of the center from the school, the residence, and the chapel inadequate for needs.	Would not meet program needs.	Was available at $4.68 million. Additional $2 million required for retrofit. No longer available.
Garage on Powell between Union & Green		Would not meet program needs.	Not available.
Garage on Powell between Washington & Jackson		Would not meet program needs.	Not available.
Properties at the corner of Broadway & Powell		Would not meet program needs.	Not available.
Parking lot on Vallejo across from Central Police Station between Stockton & Powell	There is opposition to the development of this site. Will be developed into a city parking garage.	Would not meet program needs.	Not available.
Central Police Station Vallejo Street		Would not meet program needs.	Not available.
1300 Mason	Factory building used by the Eastern Bakery.	Would not meet program needs.	Not available.
965 Clay Street Chinatown YWCA	This unique building was designed by Julia Morgan and built in 1932 as a community facility for Chinese women and girls.	Would not meet program needs.	Available.
Parcel at Broadway and Embarcadero	This Port-owned property is not available for purchase. Property must be available for purchase to obtain state funding for the construction of a new campus.	Adequate for program needs.	May be available for lease from the Port Commission.

VI. OTHER CEQA CONSIDERATIONS

A. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

The proposed project would have two unavoidable significant adverse impacts that cannot be reduced to a level of insignificance even with implementation of feasible mitigation measures:

- *Demolition of the Colombo Building, a structure determined to be eligible for listing in the National Register of Historic Places*. Mitigation for the project would include documentation of the Colombo Building, prior to demolition, to standards in the Historic American Buildings Survey (HABS). The HABS record would not avoid the loss of an architectural resource that is considered significant.

- *Loss of 21 residential units in the Fong Building*. The San Francisco City Planning Code Chinatown Special Use District Controls list residential demolition as a "not permitted" use. The project would be inconsistent with that code provision and would have a significant impact.

B. GROWTH INDUCING IMPACTS OF THE PROPOSED ACTION

The proposed project would demolish the Colombo Building with about 5,800 gross square feet (gsf) of commercial and retail uses and about 5,800 gsf of second-floor office space, and the Fong Building with 21 residential units, currently housing about 50 residents, and commercial space. In its place, the project would construct 158,000 gsf of classroom and related instructional space. This space would be used to consolidate existing operations currently located in nine different sites in North Beach and Chinatown (see Figure 1). Further, the new space would serve an expected increase of about 630 students and about 20 faculty and staff from existing operations at the nine sites, based on a 10.5% growth projection over the next 13 years.

Based on these characteristics, the proposed project would have a limited growth-inducing effect, if any, in San Francisco and on the regional economy. With anticipated growth in enrollments and faculty of 10.5% over 13 years, the proposed project would be expected to increase somewhat purchases made from local and regional vendors for educationally-related supplies and campus maintenance services. Restaurants and retail establishments in the immediate vicinity of the new college building may see an increase in business from the influx of students. However, this economic growth would likely occur without the project because the Chinatown/North Beach Campus is expected to grow by 10.5% with or without the new building and some additional space would likely be leased at some of the current nine sites to accommodate this growth.

The space that the District is vacating in Chinatown and North Beach may be reused by the San Francisco Unified School District and other community organizations, or leased to existing or future organizations in San Francisco who need classroom or similar space. The project would not vacate a consolidated highly available space that could be easily reused by employment-intense operations such as offices, retail shops, or industrial operations, which could in turn induce some population growth in the area. The project's increase in educational-related space is not likely to induce population growth.

The project would not involve construction of additional housing. The project would result in demolition of 21 housing units, and the approximately 50 displaced residents would presumably find replacement housing in Chinatown, North Beach, or other nearby areas. Because the number of displaced residents is relatively small, the project would not contribute substantially to the need for construction of new, replacement housing. As discussed in Chapter IV, Mitigation Measures, the District would participate in the Treasure Island Consortium, a plan to renovate existing military housing on Treasure Island for college housing.

In summary, the project would not directly nor indirectly create employment-intensive uses such as office space or commercial or industrial space, nor would it directly or indirectly increase the housing stock or significantly increase housing demand. For these reasons, the proposed project would have a less-than-significant growth-inducing effect.

VII. EIR AUTHORS; ORGANIZATIONS AND PERSONS CONSULTED

Lead Agency

San Francisco Community College District
33 Gough Street
San Francisco, CA 94103

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Joanne Low, Dean - Chinatown/North Beach Campus

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Mark Paez, Planner

Architect's Office
Sam Marisson, Architect

State of California

State Office of Historic Preservation
Marilyn Lortie
Lucinda Woodward

APPENDIX A

Notice Of Preparation (NOP) / Initial Study

CITY COLLEGE OF SAN FRANCISCO

OFFICE OF THE BOARD OF TRUSTEES

50 PHELAN AVENUE • BOX E200 • SAN FRANCISCO, CA 94112 • 415. 239.3818 • FAX 415. 239.3918

Notice of Preparation

To: See Attached List
(Agency)

(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name: San Francisco Community College District

Street Address: 33 Gough Street

City/State/Zip: San Francisco, CA 94103

Contact: Peter A. Goldstein

Consulting Firm (if applicable):

Firm Name: EIP Associates

Street Address: 601 Montgomery Street, Suite 500

City/State/Zip: San Francisco, CA 94111

Contact: Rita Lee

The San Francisco Community College District will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study ([X] is [ ] is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice.

Please send your response to: Elizabeth M. Dodd, Shute, Mihaly and Weinberger at 396 Hayes Street, San Francisco, California, 94102. We will need the name for a contact person in your agency.

Project Title: City College of San Francisco Chinatown/North Beach Campus

Project Location: City and County of San Francisco
City (nearest) County

Project Description (brief):
The project involves acquisition of land, construction of a college classroom facility, and relocation of all satellite site locations of the existing Chinatown/North Beach Campus, except for the Marina Middle School site, to the new facility. The project would include demolition of the Colombo Building at 620 Washington Street, and the Fong Building at 53-55 Columbus Avenue.

Date: 3/4/98

Signature:
Peter A. Goldstein

Title: Chief Operating Officer

Telephone: (415) 241-2229

Reference: California Administrative Code,
Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

BOARD OF TRUSTEES

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DEL M. ANDERSON, CHANCELLOR

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CITY COLLEGE OF SAN FRANCISCO
CHINATOWN/NORTH BEACH CAMPUS
INITIAL STUDY

I. PROJECT OVERVIEW AND LEAD AGENCY DETERMINATION

1. Project title: City College of San Francisco Chinatown/North Beach Campus

2. Lead agency name and address:

San Francisco Community College District
33 Gough Street
San Francisco, CA 94103

3. Contact person and phone number: Peter A. Goldstein, Chief Operating Officer, (415) 241-2229

4. Consultant assisting in preparation of Initial Study: EIP Associates
601 Montgomery Street, Suite 500
San Francisco, CA 94111

5. Project location: 620 Washington St., Assessor's Block No. 195, Lot 4; 630 Washington St., Assessor's Block No. 195, Lot 5; 53-55 Columbus Avenue, Assessor's Block No. 195, Lot 12.

6. Project sponsor's name and address:

San Francisco Community College District
33 Gough Street
San Francisco, CA 94103

7. General Plan designation: mixed use, predominantly Commercial/Industrial

8. Zoning: Lots 4 & 5: Chinatown Community Business District (CCB); Lot 12: Chinatown Residential/Neighborhood Commercial District (CRNC)

9. Description of project:

The project involves acquisition of three parcels and construction of a college classroom facility. The project would relocate all existing satellite site locations of the Chinatown/North Beach Campus, except for the Marina Middle School site, to the new facility. The project would include demolition of the Colombo Building at 620 Washington Street, and the Fong Building at 53-55 Columbus Avenue. See Project Description, below.

10. Surrounding land uses and setting:

The project site is in a high-density urban area, with Chinatown adjacent to the west and North Beach adjacent to the northwest. Adjacent to the south and southeast are the high-rise office buildings of the Financial District. Other buildings in the vicinity are two- to six-story commercial, residential, or mixed-use structures. Portsmouth Square, a public park, is located to the southwest, and the Jackson Square Historic District occupies approximately four blocks directly east of the project site on Columbus Avenue.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- San Francisco Board of Supervisors
- Chancellor's Office for the California Community Colleges
- Division of the State Architect

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

[X] Aesthetics	[ ] Agriculture Resources	[ ] Air Quality
[ ] Biological Resources	[X] Cultural Resources	[ ] Energy
[X] Geology/Soils	[X] Hazards & Hazardous Materials	[ ] Hydrology/Water Quality
[X] Land Use/Planning	[ ] Mineral Resources	[ ] Noise
[X] Population/Housing	[ ] Public Services	[ ] Recreation
[X] Transportation/Traffic	[ ] Utilities/Service Systems	[X] Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

[ ] I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[ ] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

[X] I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

[ ] I find that the proposed project MAY have a "potentially significant impact" or an impact "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

[ ] I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date 3/4/98

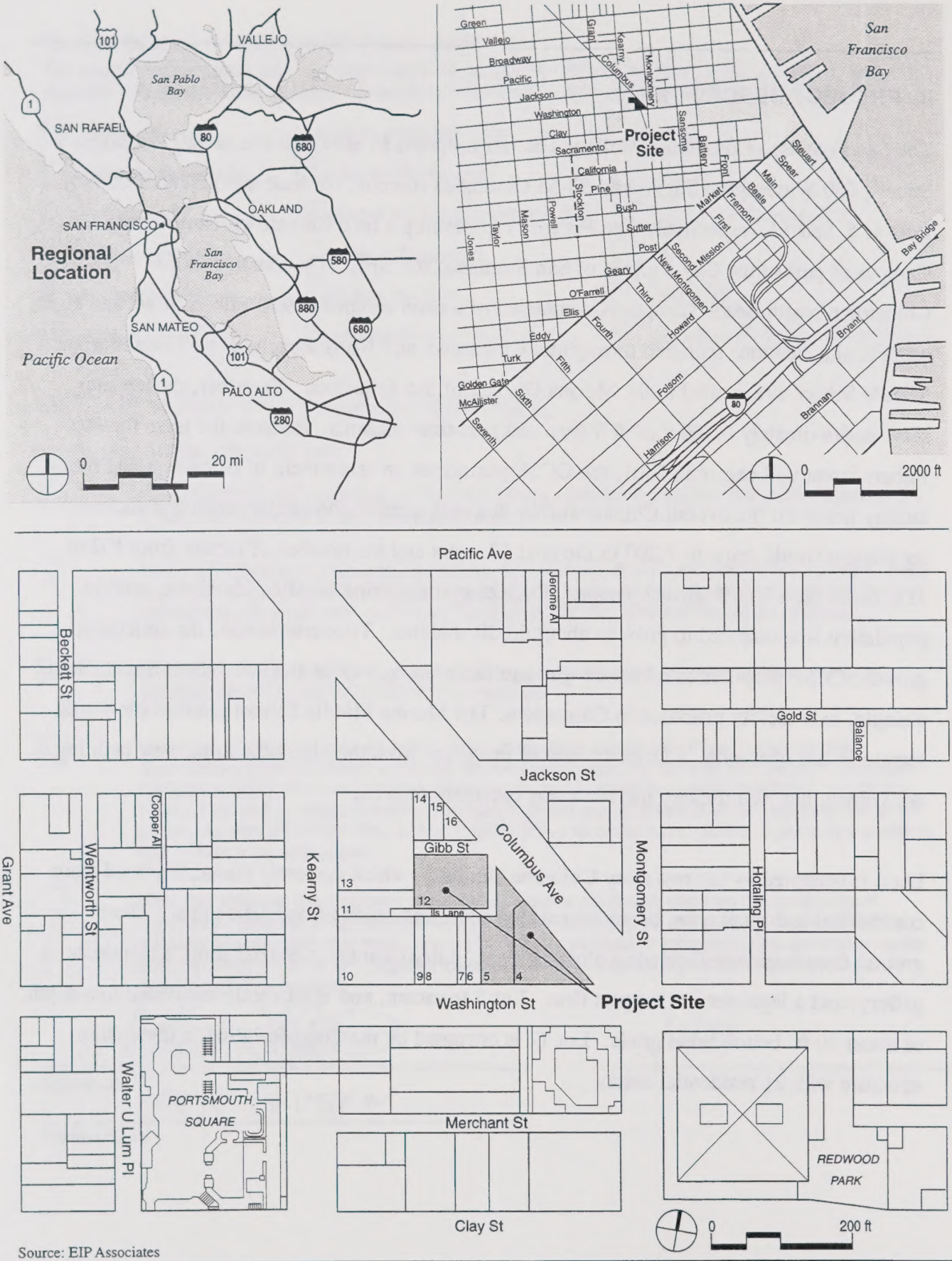
PETER GOLDSTEIN

Printed name

II. PROJECT DESCRIPTION

The San Francisco Community College District proposes to acquire a site at 620 Washington Street[1], 630 Washington Street, and 53-55 Columbus Avenue, on Assessor's Block No. 195, Lots 4, 5, and 12, respectively (see Figure 1) to develop a new Chinatown/North Beach Campus as part of the City College of San Francisco (CCSF).[2] The existing CCSF Chinatown/North Beach Campus is comprised of a main campus at 940 Filbert Street and eight satellite site locations scattered throughout Chinatown and North Beach, as well as a Marina Middle School site located in the Marina District of San Francisco. Together, the ten sites serve approximately 6,500 total full-time and part-time students. Because the lease for 940 Filbert Street will expire in 2001, the CCSF performed an assessment of its current and future facility needs for the overall Chinatown/North Beach campus, and determined that student enrollment would grow to 7,200 in the next 13 years and the number of faculty from 102 to 113, based on a 10.5% growth factor.[3] Excluding the Marina Middle School site, student population is anticipated to grow to about 6,630 students. To accommodate the anticipated growth, CCSF proposes to relocate eight satellite sites, as well as the 940 Filbert Street site, to a single, new facility proposed in Chinatown. The Marina Middle School satellite site would remain in full operation. The exact shift of programs from the nine sites to the new building is not known, but would likely include many currently offered.

Lot 4 is occupied by the two-story Colombo Building, which currently contains ground-floor commercial and retail uses, basement parking uses, and second-floor office uses. These ground-floor businesses include a clothing store, a dry cleaners, a barber shop, a restaurant, a gallery, and a legal-service support firm. Lot 5 is vacant, and is currently excavated to a depth of about 10 ft. below street grade. Lot 12 is occupied by the Fong Building, a three-story structure with 21 residential units.



Source: EIP Associates

EIP

PROJECT LOCATION FIGURE 1

Chinatown/North Beach Campus EIR

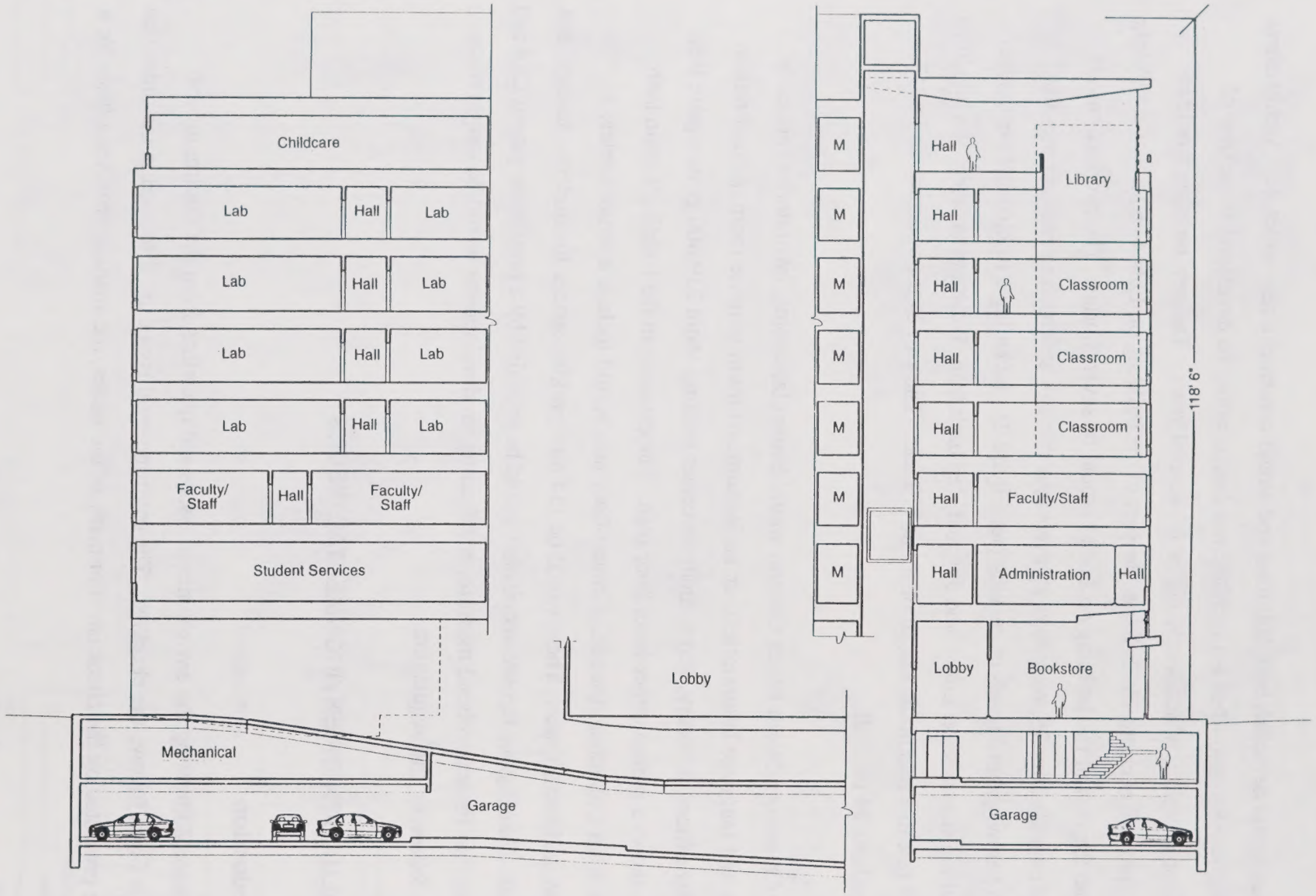
The project would demolish both buildings and would construct a new structure. Architectural information is schematic; detailed architectural design would be developed at the time of proposed construction, which would not be for several years. The new building would be separated into two sections by Ils Lane; the part of the building on Lots 4 and 5 would be eight stories, and the part of the building on Lot 12 would be seven stories. The two sections are connected over Ils Lane by walkways at levels four through seven. The two sections also share two below-ground levels of parking (see Figure 2). Including a mechanical penthouse, the part of the structure on Lots 4 and 5 would step back from Washington Street at a height of about 107 feet to a maximum height of about 119 feet. The part of the structure on Lot 12 would be about 94 feet tall.

The new Chinatown/North Beach Campus would house classrooms, laboratories (primarily computer and language laboratories), an auditorium and multi-purpose room, administration and faculty offices, a library, and a childcare center totaling about 219,400 gross square feet. Figure 3 shows a typical upper-level floor plan. The entrance to the building's main lobby would be from Columbus Avenue. Ground-floor uses would include a senior center, a bookstore, and retail space. There would be 114 total parking spaces for students, faculty, and other staff. Funding for the site acquisition would be provided by a previously passed City and County of San Francisco bond measure, and funding for development would be sought from the state following site acquisition.

III. EVALUATION OF ENVIRONMENTAL ISSUES

A. Introduction

A discussion addressing the environmental issues and questions from the Environmental Checklist Form follows the checklist. The environmental issues are discussed in the order that they are presented on the checklist. For many of the issues, the analysis provides a basis for a

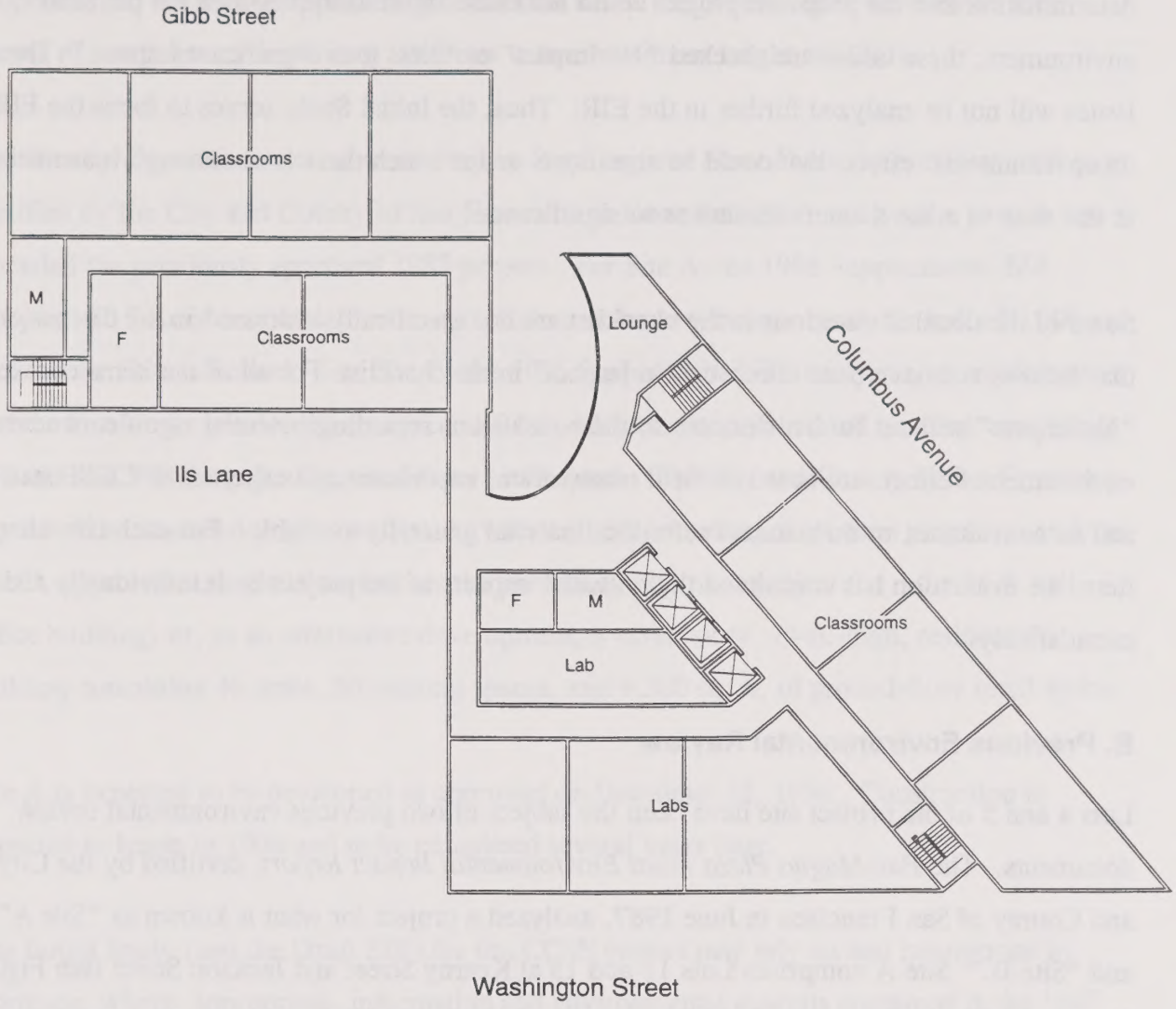


Source: Gordon H Chong & Partners

EIP

BUILDING SECTION FIGURE 2

Chinatown/North Beach Campus EIR



Source: Gordon H Chong & Partners

EIP

TYPICAL UPPER-LEVEL FLOOR PLAN FIGURE 3

Chinatown/North Beach Campus EIR

determination that the proposed project could not cause significant effects on the physical environment; these issues are checked "No Impact" or "Less than Significant Impact." These issues will not be analyzed further in the EIR. Thus, the Initial Study serves to focus the EIR on environmental effects that could be significant or for which there is not enough information at this time to make a determination as to significance.

Some of the detailed questions in the checklist are not specifically addressed in the discussion that follows and have been checked "No Impact" in the checklist. For all of the items checked "No Impact" without further discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, experience and expertise of CCSF staff and its consultants, or on standard reference material generally available. For each checklist item, the evaluation has considered the potential impacts of the project both individually and cumulatively.

B. Previous Environmental Review

Lots 4 and 5 of the project site have been the subject of two previous environmental review documents. The *Pan Magna Plaza Final Environmental Impact Report*, certified by the City and County of San Francisco in June 1987, analyzed a project for what is known as "Site A" and "Site B." Site A comprises Lots 11 and 13 at Kearny Street and Jackson Street (see Figure 1) and includes the site of the former International Hotel. Site B comprises Lots 4 and 5, part of the project site. Lot 4 is the site of the Colombo Building.

On Site A, the 1987 Pan Magna Plaza project proposed two adjacent towers, a 13-story office building and an 8-story residential building. The office building was proposed to be 165 ft. tall, and the residential building contained 120 dwelling units. The proposal for Site B included demolition of the Colombo Building and construction of an eight-story, approximately 94-ft.-tall office building containing about 81,300 sq. ft. of office space, about 9,500 sq. ft. of retail space, and about 15 independently accessible parking spaces (or 31 valet spaces). On July 9, 1987, the City and County of San Francisco approved the Site B plans as

proposed, and on Site A, approved a residential tower (eight residential stories over three stories of retail space) containing 126 units with a maximum height of 129 ft.

The *Kearny Street/Columbus Avenue Project Supplemental Final Environmental Impact Report*, certified by the City and County of San Francisco in December 1996, analyzed a project that amended the previously approved 1987 project. For Site A, the 1996 Supplemental EIR analyzed a 15-story residential tower with 104 units for low-income residents and a 59,000-sq.-ft. Catholic Center/School. For Site B, the 1996 Supplemental EIR analyzed, as an alternative to the office tower previously approved, a 94-ft.-tall, ten-story residential building containing 70 units and 9,900 sq. ft. of ground-floor retail space. The City and County of San Francisco approved the amended project on Site A (with a slightly smaller school than proposed) and, on Site B, approved construction of either the previously approved project (i.e., the 94-ft.-tall office building) or, as an alternative development, a seven-story, 74-ft.-high, residential building containing 46 units, 50 parking spaces, and 9,500 sq. ft. of ground-floor retail space.

Site A is expected to be developed as approved on December 12, 1996. Construction is expected to begin in 1998 and to be completed several years later.

The Initial Study (and the Draft EIR) for the CCSF project may rely on and incorporate by reference, where appropriate, information and environmental analysis contained in the 1987 and 1996 EIRs discussed above. These EIRs are available for review by any interested party at the administrative offices of the San Francisco Community College District at 33 Gough Street in San Francisco.

For specific impacts of the CCSF project addressed in the earlier environmental analyses discussed above, please see Section D, "Discussion of Environmental Issues," below.

NOTES:

1. This building is also called 1 Columbus Avenue. For the purposes of this document, it will be referred to as "620 Washington Street."

2. State law defines the existing and proposed Chinatown/North Beach facilities as an "educational center." (5 Cal. Code Reg. Section 55827) However, because CCSF routinely refers to its various educational centers throughout San Francisco as "campuses," this project will be referred to as the "Chinatown/North Beach Campus."

3. Beverly Prior Architects, *Needs Assessment Study and Schematic Space Program, Chinatown/North Beach Campus, City College of San Francisco*, June 10, 1997, p.19.

C. Environmental Checklist Form

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X
b) Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	X	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use?	☐	☐	☐	X
(The Farmland Mapping and Monitoring Program in the California Resources Agency, Department of Conservation, maintains detailed maps of these and other categories of farmland.)				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to nonagricultural use?	☐	☐	☐	☒
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan?	☐	☐	☐	☒
b) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide)?	☐	☐	☐	☒
e) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
f) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (section 17.11 or 17.12)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X
c) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X
d) Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	X
e) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☐	X
f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X
g) Conflict with the provision of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	X
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource which is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic resources?	X	☐	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of a unique archaeological resource (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?	☐	X	☐	☐
c) Disturb or destroy a unique paleontological resource or site?	☐	☐	☐	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	X	☐	☐
VI. ENERGY – Would the project:				
a) Conflict with adopted energy conservation plans?	☐	☐	X	☐
b) Use nonrenewable resources in a wasteful and inefficient manner?	☐	☐	X	☐
VII. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	X
ii) Strong seismic ground shaking?	X	☐	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Inundation by seiche, tsunami, or mudflow?				X
v) Landslides?				X
vi) Flooding, including flooding as a result of the failure of a levee or dam?				X
vii) Wildland fires, including where wildlands are adjacent to urbanized areas and where residences are intermixed with wildlands?				X
b) Would the project result in substantial soil erosion or the loss of topsoil?				X
c) Would the project result in the loss of a unique geologic feature?				X
d) Is the project located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X			
e) Is the project located on expansive soil creating substantial risks to life or property?	X			
f) Where sewers are not available for the disposal of waste water, is the soil capable of supporting the use of septic tanks or alternative waste water disposal systems?				X
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	X	☐
c) Reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	X	☐
d) Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X

IX. HYDROLOGY AND WATER QUALITY – Would the project:

a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control?	☐	☐	☐	X
f) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X
g) Place within a 100-year floodplain structures which would impede or redirect flood flows?	☐	☐	☐	X
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X	☐	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	X
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?	☐	☐	☐	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	X
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	X	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	X	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	X	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	X	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	X	☐	☐	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	X	☐	☐	☐
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or establish the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	X	☐
Police protection?	☐	☐	X	☐
Schools?	☐	☐	☐	X
Parks?	☐	☐	X	☐
Other public facilities?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	X	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	X	☐
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantiated in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	X	☐	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	X	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
e) Result in inadequate emergency access?	X	☐	☐	☐
f) Result in inadequate parking capacity?	X	☐	☐	☐
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	X	☐	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	X	☐
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	X	☐
f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	X	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –			
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X		
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?			X
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X		
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

D. Discussion of Environmental Issues

I. Aesthetics

The EIR will discuss the relationship of the proposed project to its surroundings and will include analysis of building appearance, scale, and short-range and long-range project visibility. The proposed project will be compared with the goals of the Urban Design Element of the General Plan.

The project is located in a high-density urban area and would be expected to be constructed of materials similar to those of nearby structures. The proposed project buildings would not include highly reflective exterior glass. The proposed project consists of one eight-story and one seven-story college classroom building. Some or all of these classrooms would be lit during evening hours up to about 10 p.m. on weekdays. However, the project site is located in an area characterized by substantial nighttime building illumination, such as office buildings and restaurants. Therefore, lighting for night classes would not substantially increase current project area nighttime building illumination. Light and glare issues will not be addressed in this EIR.

Because there are tall structures near the site, such as the Holiday Inn Financial District, Transamerica Pyramid and the Montgomery-Washington Building, the proposed project would not affect any views of the Bay, the East Bay Hills or other scenic vistas. The proposed project is not located near a designated state scenic highway.

Because the project will substantially alter the visual character of the site, the EIR will discuss urban design and site visibility.

San Francisco approved Proposition K, the Sunlight Ordinance in June 1984. Proposition K is implemented by Section 295 of the City Planning Code, and applies to new structures over

40 ft. in height that would cast shadows on properties under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission, except shadows cast only during the first hour after sunrise and the last hour before sunset. The code prohibits issuance of building permits for such structures unless the City Planning Commission, in consultation with the General Manager of the Recreation and Park Department and the Recreation and Park Commission, determines that such shadow impact is insignificant. Conformance of the project with other City Planning Code height and bulk regulations will be addressed.

Portsmouth Square is the only property under the jurisdiction of the Recreation and Park Department which could be affected by shadowing from the proposed project. CADP Associates, a computer simulation consulting firm, has performed a study to determine if the proposed buildings could shadow public open space near the site. Based on the proposed building masses and heights, the project would not add shade to Portsmouth Square at any time specified in Section 295.[1] No further shadow analysis will be included in the EIR.

Donald C. Ballanti, a certified consulting meteorologist, has reviewed wind conditions in the project vicinity.[2] Building heights near the project vary greatly. The project site is just north of a corridor of very tall high-rises. Portsmouth Square is located on the block directly southwest of the project site. Structures to the west and north of the site are generally two to six stories in height. The terrain slopes upward to the west. The project site and project block have been the subject of previous wind studies. The *Pan Magna Plaza FEIR* quantified wind impacts, including a wind-tunnel study of a proposed development on Site B and Site A at the northwest corner of the project block. A Supplemental EIR for the Kearny Street/Columbus Avenue project, which analyzed a 15-story, 139-foot tall residential building at Site A, and a 7-story, 94-foot high building at Site B also completed a wind-tunnel study. The proposed Chinatown/North Beach Campus facility approximates the shape of the previously analyzed structure on Site B. The wind analyses in those documents were reviewed and determined to be applicable to the proposed project.

The proposed project would not have the potential to cause adverse wind accelerations in pedestrian areas adjacent to the site. The building site is not exposed greatly to prevailing winds. The proposed building would be sheltered from the wind by an existing structure to the west. Only the top story of the new building would extend into the wind, and any wind accelerations caused by the project's west face would be elevated well above street level.

The part of the new building on Lot 12 would be completely sheltered by the 15-story tower planned for Site A. That structure would completely block the wind from the northern portions of the project site, and would also provide wind protection for the rooftop outdoor child care area planned for the part of the building on Lot 12.

The exposure, massing and orientation of the proposed project is such that adverse wind impacts would not likely occur, and that wind tunnel testing to quantify current conditions and conditions with the proposed project would not be necessary. Wind effects will not be discussed in the EIR.

II. Agricultural Resources

The proposed project is located in a high-density urban area and is not near any agricultural land. The project would have no effects on agricultural resources. Effects related to agricultural resources will not be discussed in the EIR.

III. Air Quality

Construction Emissions

During construction, air quality would potentially be affected for a short period of time by fugitive dust emissions and heavy equipment emissions of nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO_2), hydrocarbons (HC), and particulate matter with a diameter of less than 10 microns (PM_{10}) resulting from the combustion of diesel fuel. The primary pollutant of concern in fugitive dust is PM_{10}.

The potential impacts of construction emissions on local air quality would be short term, but could still cause adverse air quality effects. The Bay Area Air Quality Management District (BAAQMD) has identified a set of feasible PM_{10} control measures for construction activities which would reduce the effect to a less-than-significant level. These mitigation measures, set forth below, will be incorporated into the current project. Because the project, as mitigated, would not cause significant construction-related air quality effects, these effects will not be addressed in the EIR.

To mitigate potential impacts on air quality during project construction, the District would take the following actions.

Dust Control Mitigation

The District would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that nonpotable water be used for dust-control activities, and the District would agree to require that the contractor(s) obtain reclaimed water from the City Clean Water Program for this purpose.

The District would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants through the prohibition of idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Operation Emissions

Preliminary traffic data for the project indicate that the traffic increases associated with the project would be about 900 daily vehicle trips. This number is below the BAAQMD's screening criteria for a significant air quality impact. The BAAQMD considers projects that generate less than 2000 vehicle trips to be less than significant because they would generate emissions below the significance thresholds of 80 pounds per day of Reactive Organic Gases, Nitrogen Oxides, and Particulate Matter.[3] The BAAQMD would not require a detailed air quality analysis.

In addition, the project is below the BAAQMD's screening criteria for significance based on the size of the project. The BAAQMD considers community college projects of less than 345,000 square feet as not likely to generate emissions above the thresholds of significance.[4] The gross floor area of the project is below this criteria at about 219,400 square feet. Thus, the project would have a less-than-significant air quality impact. Traffic impacts on air quality will not be further analyzed in the EIR.

IV. Biological Resources

The project site has been recently or is currently covered with impervious materials. The project site does not contain any sensitive plants, animals, or habitats, nor is it under the jurisdiction of any habitat conservation plan. The site does not contain any biological resources protected by local policy or ordinances. Effects related to biological resources will not be addressed in the EIR.

V. Cultural Resources

Cultural, historical, and archeological resources on Lots 4 and 5 were analyzed in the 1987 FEIR and in the 1996 Supplemental EIR and these discussions are incorporated into this Initial Study by reference.[5]

Archaeological Resources

Archaeological investigations conducted for the Pan Magna site, Site A and Site B (Lots 4, 5, 11, and 13), indicated the presence of significant cultural resources from the Spanish-Mexican to Gold Rush periods. There is also evidence that Native American remains and cultural remains from more recent periods may be discovered. Mitigation measures pertaining to these issues were developed in the 1987 FEIR and were retained in the 1996 Supplemental EIR. Similar mitigation measures are proposed for this project with respect to archaeological resources on the site. These mitigation measures, which are included as part of the project, reduce potentially significant archaeological resource impacts to less than significance, and these impacts will not be discussed further in the EIR.

Archaeological Resources Mitigation

Given the location and depth of the excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the San Francisco Community College District (District) would retain the services of an archaeologist. Following demolition, but during removal of foundation materials, as well as during excavation, the archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings, or trenches, and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the District. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the District and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the District and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted to the District. During the monitoring program, the District would designate one individual on-site as its/their representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the District and would halt any activities that the archaeologist and the District jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the District, the archaeologist would prepare a written report to be submitted to the District, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the District would implement specific mitigation measures. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent directly to the District for review. Following approval by the District, copies of the final

report would be sent to the California Archaeological Site Survey Northwest Information Center and the President of the Landmarks Preservation Advisory Board. Copies of written reports generated by this mitigation measure would be forwarded to the San Francisco Planning Department for informational purposes.

Should human remains of Native American origin be encountered during excavation or construction activities and to assure preservation and protection of the remains in a respectful manner, the District would contact the County Coroner's office and the Native American Heritage Commission, pursuant to the procedures set forth in Section 7050.5 of the *Health and Safety Code* and Sections 5097.9 to 5097.99 and 5097.991 of the *Public Resources Code*.

Architectural Resources

The 1996 Supplemental EIR concluded that demolition of the Colombo Building, evaluated by the State Office of Historical Preservation as potentially eligible for separate listing in the National Register of Historic Places, would have a potential unavoidable significant adverse impact on the historic resources of the project site. Although demolition of the Colombo Building was analyzed in the previous 1987 and 1996 environmental reviews, the status of the Colombo Building and the project's proposed demolition will be discussed in the EIR and a preservation alternative will be presented. The EIR will also provide information about the status of a draft memorandum of agreement under Section 106 of the National Historic Preservation Act that affects Lots 4 and 5.

The proposed project would include Lot 12, which was not covered as part of the previous analyses. Built in 1910, the Fong Building at 53-55 Columbus Avenue would be demolished as part of the proposed CCSF project. The EIR will discuss potential historic or architectural significance of the Fong Building.

VI. Energy

A preliminary estimate indicates that the proposed project's energy consumption would be about 12.7 x 10^9 Btu per year. This is an increase over current consumption levels by present uses at the project site.

The project would be designed with energy efficient features, as required by California Building Code Title 24 energy efficiency standards. Construction of the project would not require unusual energy-consuming methods. Operation of the facility would not conflict with adopted energy conservation plans. Energy effects will not be analyzed further in the EIR.

VII. Geology and Soils

The project site is not located within an Alquist-Priolo Earthquake Fault Zone.[6] Therefore, there would be no impact related to fault rupture. The project site is located in an area that could be subject to strong groundshaking resulting from earthquakes in the region. The northern section of the San Andreas fault, located approximately 6 miles southwest of San Francisco, is capable of generating a maximum credible earthquake (MCE) of Richter magnitude M8.3. The Hayward and Calaveras faults (12 miles northeast and 24 miles southeast of San Francisco, respectively) could produce earthquakes capable of generating MCEs of M7.5. Earthquakes of such magnitudes could result in groundshaking severe enough to cause major damage to structures, foundations, and utility lines.[7] People could be exposed to adverse effects, including injury and death, resulting from damage or failure of buildings, structures, or utility lines due to strong groundshaking.

Hazards posed by building damage or failure due to groundshaking can be reduced by ensuring that the building and appurtenances incorporate the latest engineering design based on site-specific conditions. The state of California requires the use of the State Building Code, based on the model Uniform Building Code. State Building Code regulations and standards are specified in Title 24 of the California Code of Regulations (CCR). To comply with the

requirements of the State Building Code, a geotechnical report would be prepared to identify site-specific geological characteristics. The geotechnical report would present specific recommendations for building design (including foundations and structural systems), site preparation, and construction methods to reduce the risk of building damage or failure due to groundshaking to the extent required by law. The EIR will address the potentially significant effects related to groundshaking.

Major types of seismic-related ground failure include liquefaction, landslides, and settlement. Consistent with the requirements of the Seismic Hazards Mapping Act of 1990, the California Division of Mines and Geology (CDMG) has prepared a map of areas of liquefaction potential for the San Francisco North Quadrangle, which includes the project site. Development within the Seismic Hazards Zones shown on the official maps must include a geotechnical investigation pursuant to CCR Title 14 Section 3724 and must contain design and construction features that would mitigate liquefaction hazards.

The project site is located in a Seismic Hazard Zone because of potential liquefaction hazards, according to the official map prepared by the California Division of Mines and Geology.[8] Thus, the proposed project would be subject to state requirements for a geotechnical investigation that specifically addresses liquefaction. In addition, Section 81033(a) of the Education Code requires that a geotechnical study be prepared if a prospective site is located within an area designated as geologically hazardous in the safety element of the local general plan.

While a geotechnical report was prepared for Lots 4 and 5 in 1985, it has not yet been determined if that report satisfies the requirements of Title 14 and Education Code Section 81033(a). It is likely that CCSF will perform a geotechnical study of the project site to analyze further potential effects related to liquefaction hazard and suitable mitigation to reduce such hazards. This issue is considered potentially significant and will be further evaluated in the EIR.

The project site is not located in an area subject to inundation by seiche, tsunami, landslides or settlement, or flooding as a result of levee or dam failure. The project site is located in an urban area and is surrounded by developed land. Consequently, people or property would not be exposed to hazards due to wildland fires. These impacts will not be discussed further in the EIR.

Although Lot 5 is vacant and excavated, and therefore, exposed to the elements, there is no substantial erosion occurring. The sides of the excavated site are shored for stabilization against soil settlement. There are no other exposed soils or topsoil on the project site that would be subject to erosion or loss. Erosion will not be discussed further in the EIR.

The project site is underlain by artificial fill and native soil materials. No unique geological features have been identified. Therefore, there would be no impact. This issue will not be discussed further in the EIR.

The project site is located on fill material and native soil that could become unstable as a result of liquefaction. Site-specific design features and site preparation and construction methods to mitigate potential liquefaction hazards have not been identified. Consequently, the extent to which implementation of the recommended design features and site preparation/construction methods could directly affect on- or off-site soil conditions related to lateral spreading, subsidence, or collapse has not been determined. This issue is considered potentially significant and will be further evaluated in the EIR.

Soil boring data from and adjacent to the project site indicate that shallow subsurface soils consist primarily of 5 to 10 feet of sandy fill material underlain by native soils consisting of a medium-grained sand and silty-sand layer overlying dense sand and clay (Bay Mud). Intermixed sand and clay soils have been identified to a depth of approximately 80 feet below ground surface immediately west of the project site. [9,10,11] The proposed underground parking structure would extend deep enough to encounter clay-containing materials.

Expansive soils are those that greatly increase in volume when they absorb water, and shrink when they dry out. Soils containing a large amount of clay are more likely to exhibit such characteristics if soil volume changes due to moisture variations occur in the subgrade materials. Expansion could damage building foundations, floor slabs, or other subterranean features (e.g., the underground parking area). Damage or failure of the building foundation or subgrade features could expose people and property to adverse life safety conditions.

The site-specific geotechnical study that will likely be prepared to address liquefaction hazards would also identify the extent to which expansive soils are present at the project site. This issue will be further addressed in the EIR.

Wastewater from the proposed project would be discharged to the City and County of San Francisco combined sewer system. Therefore, there would be no impact related to soil capability to support septic or alternative wastewater disposal systems.

VIII. Hazards and Hazardous Materials

CCSF operations routinely involve a number of hazardous materials commonly found in many offices and households, and are generally handled in relatively small quantities. According to a chemical inventory prepared for the main campus at 940 Filbert Street, the products stored in the greatest quantities are liquid hand soap (48 gallons), floor polish (40 gallons), and all-purpose cleaner (21 gallons).[12] Other materials include cleaners (solvents, acids, and bases), duplicating fluid, water seal, paper correction fluid, copier toner, ink, disinfectant, wax stripper, rubber cement, rubber cement thinner, latex paint, floor finish, and metal polish. Most of these products are stored in quantities of less than a few gallons, and are consumed upon use, generating relatively little hazardous waste requiring special handling for disposal.

Although the locations of hazardous materials handled at campus facilities would change as a result of the project, the volume of materials handled would change relatively little. The risks posed by project-related hazardous materials use would be similar to those that exist now and

those at other office and classroom-based institutions. Hazardous materials would be transported to the proposed new site instead of to existing locations. The existing packaging requirements of the U.S. Department of Transportation and U.S. Postal Service would continue to minimize the potential for release during transport. For these reasons, the project would not create any substantial health hazards related to hazardous materials transport, use, or disposal. This issue will not be further discussed in the EIR.

With the project, minor accidental releases of project-related hazardous materials would be possible, as they are now. Because of the nature and relatively small volumes of materials anticipated (described above), the project would not create a significant hazard through upset conditions. The project is located within one-quarter mile of a proposed elementary school. However, the project would not emit hazardous emissions, nor, given the nature, volume, and use of chemicals described above, would the project pose any significant risk with respect to handling hazardous materials or waste. This issue will not be discussed further in the EIR.

The project site is not listed on the *State of California Hazardous Waste and Substances Sites List* prepared pursuant to Government Code section 65962.5.[13] It is also not located bayward of the historic high tide line as defined for purposes of San Francisco's "Maher" Ordinance.[14] Nevertheless, a Preliminary Site Assessment and a Phase II Investigation have been completed for a portion of the project site on Lots 4 and 5.[15] A Phase 1 Site Assessment for Lot 12 is being conducted to determine the potential for soil and groundwater contamination. The results of the report will be discussed in the EIR.

Historic uses at the site have included furniture and mattress manufacturing, paint shop, garment factory, printing and photographic processing, tin shop, gunsmith, and cleaners. Three underground storage tanks and their associated pipes were removed in 1996. At the time, no evidence suggested contamination as a result of these tanks.[16] Analytical tests of soil samples collected at the site a few months later found no volatile or semivolatile organic compounds, polynuclear aromatic hydrocarbons, petroleum hydrocarbons as gasoline, or

polychlorinated biphenyls (PCBs). Relatively low levels of recoverable petroleum hydrocarbons were detected in one sample. Lead concentrations were reported in most soil samples; however, lead levels were below hazardous waste criteria. The results indicate that soil excavated from the site can be exported without any restrictions. A groundwater sample tested for petroleum hydrocarbons as gasoline and diesel, volatile organic compounds, and other compounds specified by the San Francisco Department of Public Works, indicated that groundwater pollutant concentrations are below the criteria for discharge into the sewer.[17]

Because soil and groundwater conditions at the project site would not pose special hazardous materials concerns for construction crews, the impact pertaining to existing soil and groundwater conditions would be less than significant and will not be discussed further in the EIR.

The project site is not located in an area covered by an airport land use plan. It is not within two miles of a public airport or near any private airstrips; therefore, the project would pose no impact in regard to this issue, which will not be discussed further in the EIR.

San Francisco has adopted a Community Safety Element.[18] An objective of the element is to ensure the protection of life and property from disasters through effective emergency response. It is also intended to provide public education and training about natural disasters and how individuals, businesses, and communities can reduce the effects of disasters. San Francisco has also adopted an Area Plan to prepare for responses to hazardous materials incidents.[19] The plan provides for local departmental coordination and personnel training in the event of hazardous materials emergencies. The project would not conflict with, impair the implementation of, or interfere with these plans. Therefore, it would pose a less-than-significant impact in regard to this issue. This issue will not be discussed further in the EIR.

IX. Hydrology and Water Quality

The project would not cause a substantial change in drainage pattern and runoff volume from the project site. No new impermeable surfaces (rooftops and paved surfaces) would be created on Lots 4 and 12 because they are presently covered by structures and will be covered by the proposed CCSF facility. Lot 5 is presently excavated to a depth of approximately 10 feet below street grade, and occupied by the remains of a basement from the previous building.[20] No erosion currently occurs because the sides of the excavated area are shored for stabilization. In addition, the sidewalks of Columbus Avenue and Washington Street overhang the excavated area of Lot 5, protecting the excavated face from the erosional forces of rainwater. The project would cover Lot 5 and would not expose it to erosion. Appropriate requirements to reduce erosion during construction would be implemented pursuant to California Building Code Chapter A33, Excavation and Grading.

Site runoff and wastewater would drain into the City's combined sewer system. The project would comply with all local wastewater discharge requirements. There are no designated flood hazard areas in San Francisco. There is no groundwater use at the site and none is proposed; therefore, the proposed project would not substantially deplete groundwater supplies. Hydrology and water quality will not be addressed further in the EIR.

X. Land Use and Planning

The project is located in a business district characterized by office, commercial, and residential land uses at the northern edge of the Financial District and the eastern border of Chinatown. Nearby, to the north of the project is the North Beach district and to the southwest is Portsmouth Square, a public park. The Jackson Square Historic District occupies about four square blocks directly east of the project site on Columbus Avenue.

The construction of the new Chinatown/North Beach Campus would substantially alter the character of the area. The scale and intensity of the development, the proposed educational-

institutional use of the site, and the compatibility of the project with surrounding land uses will be discussed in the EIR.

While the San Francisco Community College District has the option, under state law, to exempt itself from local zoning and building ordinances, the EIR will discuss the relationship of the project with existing local zoning controls. City and County of San Francisco plans and policies, including the San Francisco General Plan, the Chinatown Area Plan, the Commerce and Industry Element, and the San Francisco Planning Code, will be discussed.

XI. Mineral Resources

The project site does not contain any state or locally classified mineral resources. Effects related to mineral resources will not be discussed in the EIR.

XII. Noise

Traffic Noise

The existing noise environment in the project area, like all of downtown San Francisco, is dominated by traffic noise from busy urban streets such as Columbus Avenue and Washington Street. Traffic generally must be doubled in volume in order to produce noise increases great enough to cause the existing residents in a community to notice the change and begin registering complaints. A traffic analysis will be conducted for the EIR to determine traffic volumes (see XVI., Transportation/Traffic, below). Preliminary traffic data indicate that traffic volumes on nearby streets would not double with the project, and substantial increases in traffic noise in the project area are not anticipated. Traffic noise will not be discussed in the EIR.

Existing day-night average noise levels (L_{dn}) along Washington Street and Columbus Avenue are estimated to be about 65 to 70 L_{dn} in the *San Francisco General Plan Environmental Protection Element*.[21,22] Exposure of the proposed classrooms, library, and child-care center

would likely be less than 65 to 70 L_{dn} because these uses would occupy the upper floors of the proposed building, away from street-level noise sources. Guidelines in the *Environmental Protection Element* recommend no special noise control measures for school classrooms and libraries in an exterior noise environment up to an L_{dn} of 65 dBA. For the 70 dBA noise level, the guidelines recommend as analysis of noise reduction requirements and inclusion of noise insulation features in the building design. Noise insulation features would be included as part of the design. Such features could include double-paned windows and other insulation to minimize interior noise levels. Lower noise-producing fans for air circulation could also be used. Therefore, exposure to ambient noise levels would be less than significant and will not be discussed further in the EIR.

Building Equipment Noise

The proposed project would include equipment such as air conditioning units and chillers which could produce operational noise from building mechanical equipment. These operations are subject to the City Noise Ordinance, Article 29 of the San Francisco Police Code. Compliance with Article 29, Section 2909, would minimize noise from these operations. CCSF has stated that it routinely instructs contractors to comply with the standards set forth in the ordinance.[23] Therefore, building equipment noise will not be discussed further in the EIR.

Construction Noise

Noise would also result from demolition of the existing buildings, from excavation for subsurface parking and foundations and from construction of new buildings. Although general construction noise would be annoying to nearby residents and businesses, particularly those immediately adjacent to the project site, the impacts would be limited to the 1- to 2-year period that foundations and exterior structural and facade elements were being built, as interior construction noise would be substantially reduced by exterior walls. The impacts would not be considered significant environmental effects. Construction of buildings for Chinatown/North Beach Campus use on the proposed project site would cause temporary

increases in noise levels in the surrounding area. Building foundations would likely include piles. Pile driving during construction would generate noise, and possibly vibration that would be considered an annoyance by occupants of nearby properties. In general, pile-driving noise, during impact, could be about 90 dBA at about 100 ft. from the site. Pile driving would be expected to last about two to four weeks. Noise levels at receptors near the project site would depend on their distance from the source and on the presence or absence of noise barriers. The noise of the pile driver would be most noticeable directly in front of the construction site. Vibrations from the impact during pile driving would be felt in adjacent buildings, which include retail and residential uses, and nearby hotel uses. In order to mitigate any impacts associated with noise generated from pile driving, the project would comply with regulations set forth in the San Francisco Noise Ordinance (Article 29 of the Police Code). With these mitigation measures in place as part of the project, the short-term noise effects associated with pile-driving would be less than significant, and will not be discussed further in the EIR.

Pile-Driving Noise Mitigation

The District would require that the construction contractor(s) limit pile driving activity to result in the least disturbance to people. This could require a work permit from the Director of Public Works pursuant to San Francisco Noise Ordinance § 2908 if pile driving during nightime hours were determined to be less disruptive to neighboring uses.

The District would require that the project contractor(s) predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. The District would require project contractor(s) to use construction equipment with state-of-the-art noise shielding and muffling devices.

XIII. Population and Housing

The project proposes to construct a new college facility that would allow the consolidation of CCSF's nine Chinatown and North Beach sites into a single facility. Because the project is a consolidation of currently existing facilities, population would not be significantly increased. Estimates indicate that the number of faculty will increase from 102 to 113 and that the student body will increase from 6,500 to 7,200. These estimates include consideration of the Marina Middle School site.

Currently there are 21 residential units in the Fong Building, which would be demolished. Demolition of this housing will be discussed in the EIR.

XIV. Public Services

Because the project is consolidating facilities that currently exist in the Chinatown/North Beach area, the project would not create an entirely new fire or police service demand in the area. Additionally, the project would be constructed on a site which is primarily built-out and currently receives fire and police protection. Although a small increase in fire and police service may result from the expected growth in the student enrollment, the project is not expected to create an increase in fire or police protection that would require the construction of new fire and police facilities.

The incremental increase in demand for public services, both project-specific and cumulative, would not exceed amounts expected and provided for in a developed area, such as Chinatown/North Beach. Effects related to public services require no further analysis and will not be discussed in the EIR.

XV. Recreation

The proposed project would not include development that would permanently increase the local residential population. Therefore, the proposed project would not increase substantially

the use of existing neighborhood parks or other recreational facilities. While students from the proposed facility may make use of local open space and parks, such as Portsmouth Square, levels of use would not significantly impact or degrade those areas. The proposed project would contain a rooftop playground for use by the child care center that is proposed as part of the project. The project would not cause additional recreational facilities to be expanded or built. Recreation issues will not be discussed further in the EIR.

XVI. Transportation/Traffic

The EIR will include analysis and discussion of the project's potential traffic impacts in the afternoon (p.m.) peak hour on seven local intersections in the area. Traffic and transit analyses will be carried out for existing and existing-plus-project conditions, and for cumulative growth in the year 2015 including the proposed project.

The project would also potentially increase parking demand in the project area as well as the demand for and use of regional and citywide transit. The EIR will assess effects on local and regional transit systems of the proposed project. A weekday, midday off-street parking survey will also be conducted within a two-block radius of the proposed project. A transportation impact analysis will be presented in the EIR.

XVII. Utilities and Service Systems

The proposed project would contribute to the cumulative demand for utilities and service systems city-wide. Cumulative impacts upon solid waste and wastewater service providers would be minimal given the densely built-up nature of the area.

The City's (C-3 and non C-3) solid waste is currently disposed of at the Altamont Hills landfill. Solid waste produced by the proposed project would be accommodated at Altamont Hills and would not exceed that facility's permitted capacity.

The site is served by the City's Combined Sewer System, which handles both sewage and rainwater runoff. Wastewater treatment is provided by the Southeast Center Pollution Control Plant.

In general, project demand for utilities and service systems would not create any significant impacts because the project would relocate uses from existing Chinatown/North Beach Campus sites to an area which is already built out. Water demand is not expected to change significantly because usage from existing facilities would be consolidated into a new facility which would use water-conserving appliances, such as low-flush toilets and urinals required by California State Building Code section 402.0 (c). Wastewater generation is not expected to significantly change. The project would meet all wastewater pretreatment requirements of the San Francisco Public Utilities Commission, as required by the City's Industrial Waste Ordinance. No new sewer construction would be needed because the project site has full sewer infrastructure. Solid waste generation is not expected to change significantly. Under Assembly Bill 939, City College is required to recycle 50% of its solid waste by the year 2000. Because the project would not cause any significant impacts related to utilities and service systems, these impacts will not be discussed in the EIR.

IV. ISSUES TO BE INCLUDED IN THE DRAFT EIR

The City College of San Francisco Chinatown/North Beach Campus EIR will evaluate some environmental impacts of the acquisition and potential development on the site at 620 and 630 Washington Street and 53-55 Columbus Avenue. Issues to be included in the Draft EIR are:

- Land Use and Planning: This section will provide a context to evaluate the effects of the new educational use in the project area; a comparison will be made with the previously approved office building or residential project, and anticipated development in the project area will be discussed.
- Aesthetics: A comparison will be made of the proposed building's height and massing, and visibility in relation to other structures in the project vicinity.

- Cultural Resources: Architectural resources on Lot 12 will be discussed. Demolition of the Colombo Building, considered potentially eligible for the National Register of Historical Places, will be addressed.
- Transportation/Traffic: Impacts, both project specific and cumulative, related to changes in traffic, parking, pedestrian, transit, and loading conditions will be analyzed. Transportation impacts during the construction phase will be addressed, including impacts on future cumulative development.
- Geology/Soils: Geology and soil conditions will be discussed.
- Population and Housing: Impacts associated with the loss of 21 housing units resulting from the demolition of the Fong building will be discussed.

The Draft EIR will also include an analysis of alternatives to the proposed project:

- No Project/Previous Project Alternative: This alternative assumes construction on Lots 4 and 5 of the project approved in 1996 (Site B) instead of the proposed Chinatown/North Beach Campus project, and no new construction on Lot 12 (Fong Building).
- No Project/No-Build Alternative: This alternative assumes no demolition of either the Colombo Building or the Fong Building, and no new construction of any type.
- Colombo Building Preservation Alternative: This alternative assumes that a new building would be constructed on Lots 12 and 5, but that all or part of Colombo Building (Lot 4) would be preserved and re-used for CCSF purposes.
- Alternative Sites Considered: This alternative will discuss some of the possible optional sites identified during CCSF's site-selection process.

NOTES:

1. Letter to Michael Rice, EIP Associates, from Adam Noble, CADP Associates, re: Shadow Analysis, City College Site, January 25, 1998.
2. Letter to Michael Rice, EIP Associates, from Donald C. Ballanti, Certified Consulting Meteorologist, February 20, 1998.
3. Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing Air Quality Impacts of Projects and Plans*, April 1996, p.23.
4. Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing Air Quality Impacts of Projects and Plans*, April 1996. Table 6, p.24.
5. See: 1987 FEIR, Chapter III, Environmental Setting, "Historical, Architectural and Cultural Resources" pp. 52-57, and Chapter IV, Environmental Impacts "Historical, Architectural and Cultural Resources" pp. 101-102; 1996 SEIR Chapter III, Environmental Setting, "Historic, Architectural and Cultural Resources" pp. 51-52, and Chapter IV, Environmental Impacts, "Historic, Architectural and Cultural Resources" pp. 80-81.

6. California Division of Mines and Geology, *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps,* Special Publication 42, revised 1997, Figure 4B.

7. University of California San Francisco, *University of California San Francisco Long Range Development Plan Final Environmental Impact Report,* January 1997, p. 111.

8. California Division of Mines and Geology, *State of California Seismic Hazard Zones, South Half of the San Francisco North and Part of the Oakland West Quadrangles*, April 1997.

9. Treadwell & Rollo, *Preliminary Site Assessment, Ils Lane Development, San Francisco, California*, April 1995, pp. 5 through 6.

10. Treadwell & Rollo, *Phase II Investigation, 1 Columbus Avenue, San Francisco, California*, July 1997, p. 6.

11. City and County of San Francisco, Department of City Planning, *Pan Magna Plaza Mixed Use Development Final Environmental Impact Report*, June 1987, Appendix A, p.A-25.

12. RGA Environmental, "Hazardous Material Inventory for: City College of San Francisco, Chinatown/ North Beach Campus," June 19, 1997.

13. California Environmental Protection Agency, Hazardous Materials Data Management Program, *State of California Hazardous Waste and Substances Sites List*, December 1994.

14. San Francisco Municipal Code, Chapter 10, Article 20.

15. Treadwell & Rollo, *Preliminary Site Assessment: Ils Lane Development, San Francisco, California*, April 4, 1995; Treadwell & Rollo, *Phase II Investigation: 1 Columbus Avenue, San Francisco, California*, July 30, 1997.

16. Treadwell & Rollo, *Removal of Underground Tanks: 620 and 630 Washington Street, San Francisco, California*, January 8, 1997.

17. Treadwell & Rollo, *Preliminary Site Assessment: Ils Lane Development, San Francisco, California*, April 4, 1995; Treadwell & Rollo, *Phase II Investigation: 1 Columbus Avenue, San Francisco, California*, July 30, 1997.

18. City and County of San Francisco, *Community Safety Element*, April 1997.

19. City and County of San Francisco, *City and County of San Francisco Area Plan for Emergency Response to Hazardous Materials Incidents*, March 1993.

20. Treadwell & Rollo, Removal of Underground Tanks, 620 and 630 Washington Street, San Francisco, California, prepared for Pan Magna Group, January 8, 1997.

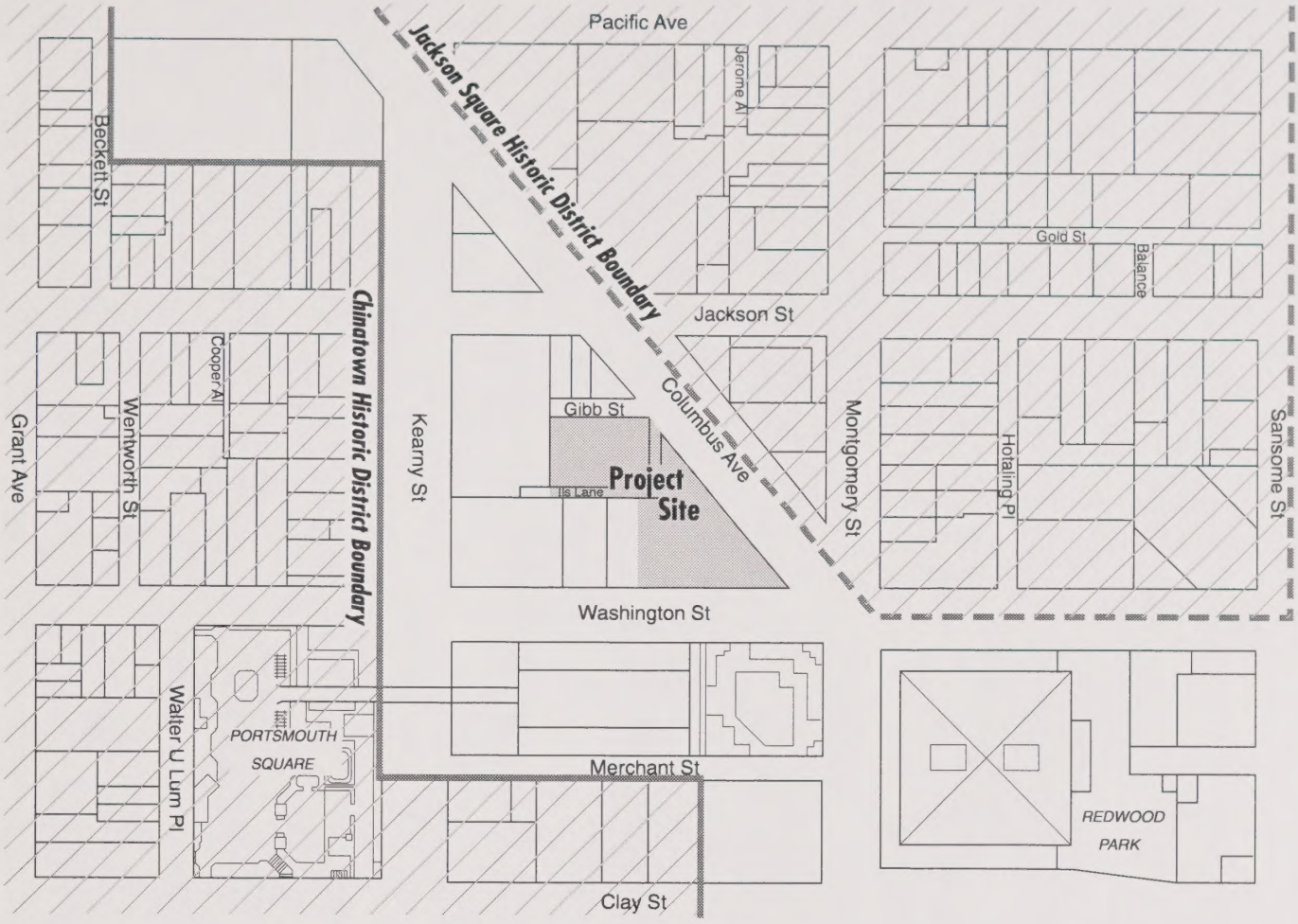
21. City and County of San Francisco Planning Commission, *General Plan Environmental Protection Element*, Map 2, Thoroughfare Noise Levels, 1974, p. I.6.15.

22. L_{dn}, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises. Noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

23. Sam Marisson, CCSF Architect's Office, conversation with EIP Associates, February 23, 1998.

APPENDIX B

Historical Resources



Source: EIP Associates

EIP

Historic District Boundaries in Project Vicinity **Figure B.1**

Chinatown/North Beach Campus EIR

APPENDIX C

Transportation

C. TRANSPORTATION

ROADWAY SYSTEM

The following provides a detailed description of the existing roadway system near the proposed project site. Table 7 presents definitions of vehicular network classifications.

Existing Streets

The Embarcadero serves as one of the major access routes to the project area. The Embarcadero begins near China Basin and ends at Taylor Street, near Fisherman's Wharf. Between North Point Street and Jefferson Street, The Embarcadero is a recreational street. East of Powell Street, The Embarcadero has two travel lanes in each direction, and west of Powell Street, this roadway is one-way westbound. Within the vicinity of the project, on-street parking is provided on both sides of the street, and sidewalks are approximately 10 feet in width. The *San Francisco General Plan*[1] identifies The Embarcadero as a major arterial, a Transit Preferential Street, a Neighborhood Pedestrian Street, and a City-wide Bicycle Route. In addition, The Embarcadero is designated as part of the Bay, Ridge, and Coast Trail, which is a recreational pedestrian/bicycle path connecting several Bay Area cities.

Kearny Street is a north-south direction roadway that begins at The Embarcadero and ends at Market Street, near Third Street. Kearny Street is not continuous throughout its length. This roadway is discontinuous at locations near Francisco Street, Lombard Street, Filbert Street, and Vallejo Street. In general, Kearny Street is one-way northbound between Market Street and Columbus Avenue and between Filbert Street and The Embarcadero. Between Columbus Avenue and Filbert Street, Kearny Street is one-way southbound. Within the vicinity of the project, this street has 14-foot sidewalks, and parking is restricted on the east side of the street. Parking on the east curb of Kearny Street between Washington and Jackson Street is reserved for tour buses. The *San Francisco General Plan* identifies Kearny Street, south of Columbus Avenue, as a major arterial and a Transit Preferential Street.

Columbus Avenue is a two-way, northwest/southeast direction roadway with two lanes in each direction. Parking is prohibited on both sides during the PM peak period (4 PM to 6 PM),

TABLE 7
VEHICULAR NETWORK CLASSIFICATION DEFINITIONS

Freeways - Limited access, very high-capacity facilities; primary function is to carry inter-city traffic; they may, as a result of route location, also serve the secondary function of providing for travel between distant sections of the city.

Major Arterials - Cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses.

Transit Conflict Streets - Streets with a primary transit function which are not classified as major arterials but experience significant conflicts with automobile traffic.

Secondary Arterials - Primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major arterial system.

Recreational Street - A special category of street whose major function is to provide for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational use than for traffic movement. The order of priority for these streets should be to accommodate: 1) pedestrians, hiking trails, or wilderness routes, as appropriate; 2) cyclists; 3) equestrians; 4) automobile scenic driving. This should be slow and consistent with the topography and nature of the area. There should be adequate parking outside of natural areas.

Collector Streets - Relatively low-capacity streets serving local distribution functions primarily in large, low-density areas, connecting to major and secondary arterials. To be identified in area plans.

Local Streets - All other streets intended for access to abutting residential and other land uses, rather than for through traffic; generally of lowest capacity.

Congestion Management (CMP) Network - The network of freeways, state highways and major arterials established in accordance with state Congestion Management legislation. Transit Conflict Streets are included in this network as well.

Metropolitan Transportation System (MTS) Streets, Highways and Freight Network - A regional network for San Francisco of freeways, major and secondary arterials, transit conflict and recreational streets meeting nine criteria developed by the Metropolitan Transportation Commission as part of the Regional Transportation Plan. The criteria identify facilities that provide relief to congested corridors, improve connectivity, accommodate travel demand, and serve a regional transportation function. Due to the specific nature of the criteria, the MTS street and highway network is generally consistent with, but not identical to, the CMP network.

Relationship Between Function and Physical Design - No rigid design standards can be established on the basis of the functional categories established above, although higher capacities will generally be associated with freeways and major arterials. Capacities must be determined on the basis of the level of traffic demand, the space available for traffic, and the nature of the surrounding environment.

Source: City and County of San Francisco, Planning Department, *San Francisco General Plan*, Transportation Element, Table 1, p. I.4.35.

thus increasing the total number of travel lanes from four to six. During the AM peak period (7 AM to 9 AM), parking is prohibited on the west side, thus increasing the number of travel lanes in the southeast-bound direction from two to three. Left turns from Columbus Avenue to Broadway are not permitted throughout the day. Columbus Avenue has 10-foot sidewalks on both sides. The *San Francisco General Plan* identifies this roadway as a major arterial, a Transit Preferential Street, a City-wide Pedestrian Network Street, a Neighborhood Pedestrian Street, and a City-wide Bicycle Route.

Broadway is a two-way, east-west direction roadway with two travel lanes in each direction. It begins at Lyon Street, near the Presidio, and ends at The Embarcadero. The Robert Levy Tunnel runs along Broadway between Hyde Street and Mason Street. Within the vicinity of the project, Broadway has 12-foot sidewalks with parking on both sides of the street. The *San Francisco General Plan* identifies Broadway between Franklin Street and The Embarcadero as a major arterial; and the segment between Webster Street and The Embarcadero as a City-wide Bicycle Route.

Jackson Street is an east-west direction roadway. Jackson Street begins at Arguello Boulevard and ends at Drumm Street. It is a one-way, eastbound roadway from Powell Street to The Embarcadero. Jackson Street has one travel lane with on-street parking on both sides and 10-foot sidewalks. The *San Francisco General Plan* identifies Jackson Street, between Hyde and Mason Streets as a Transit Preferential Street; and the segment between Polk and Taylor Street as a Neighborhood Pedestrian Street. The Powell and Hyde Street cable car runs along Jackson Street between Powell and Hyde Streets.

Washington Street is an east-west direction roadway. It begins at Arguello Boulevard and ends at The Embarcadero. Washington Street is a one-way, westbound street from Stockton Street to The Embarcadero. This roadway has three travel lanes with on-street parking on both sides and 10-foot sidewalks. West of Columbus Avenue, Washington Street becomes a two-lane roadway. The *San Francisco General Plan* identifies Washington Street between Kearny Street and The Embarcadero as a major arterial; the segment between Hyde and Mason Streets as a Transit Preferential Street; and the segment between Fillmore and Mason Streets as a

Neighborhood Pedestrian Street. The Powell and Hyde Street cable car runs along Washington Street between Powell and Hyde Streets.

Clay Street is an east-west direction roadway. It begins at Arguello Boulevard and ends at Drumm Street. Clay Street is a one-way, eastbound street from Van Ness Avenue to The Embarcadero. This roadway has two to three travel lanes with 10-foot sidewalks and on-street parking on the north side of the street. The *San Francisco General Plan* identifies Clay Street between Kearny and Drumm Streets as a major arterial; the segment between Gough and Drumm Streets as a Transit Preferential Street; and the segment between Polk and Davis Streets as a Neighborhood Pedestrian Street.

Sansome Street is a north-south direction roadway. It begins at Market Street and ends at The Embarcadero. Between Market Street and Washington Street, Sansome Street is a two-way roadway with one southbound travel lane for commercial vehicles and buses, and two northbound travel lanes for regular traffic. During the PM peak period (3 PM to 6 PM) parking is prohibited on the east side of this segment, adding another travel lane in the northbound direction. Sansome Street has 12-foot sidewalks within the project vicinity. The *San Francisco General Plan* identifies Sansome Street as a major arterial between The Embarcadero and Bush Street; a Transit Preferential Street between The Embarcadero and Pine Street; a Neighborhood Pedestrian Street between The Embarcadero and Market Street; and a City-wide Bicycle Route between Washington and Market Streets.

Battery Street is a north-south direction roadway. It begins at The Embarcadero and ends at Market Street. Battery Street is a one-way southbound roadway. South of Washington Street, Battery Street increases from three travel lanes to four within the project vicinity. It has on-street parking on both sides with 11-foot sidewalks on the west side and 9-foot sidewalks on the east side. The *San Francisco General Plan* identifies Battery Street between The Embarcadero and Market Street as a secondary arterial, a Transit Preferential Street, and a Neighborhood Pedestrian Street; the segment between The Embarcadero and Market Street as a Transit Preferential Street and a Neighborhood Pedestrian Street; and the segment between Washington and Market Streets as a City-wide Bicycle Route.

Montgomery Street is a north-south direction roadway. It begins at Francisco Street, near The Embarcadero, and ends at Market Street. North of its intersection with Columbus Avenue and Washington Street, Montgomery Street is a two-way roadway with one lane in each direction, on-street parking on both sides, and 15-foot sidewalks. South of this intersection, Montgomery Street becomes a one-way southbound roadway with three travel lanes and parking on the west side. During the PM peak hour, parking is prohibited, thus increasing the number of travel lanes from three to four. Montgomery Street has 12-foot sidewalks on both sides south of Washington Street. The *San Francisco General Plan* identifies Montgomery Street between Washington and Bush Streets as a major arterial and a Transit Preferential Street; and the segment between Washington and California Streets as a City-wide Pedestrian Network Street.

METHODOLOGY

Level of Service

Level of service is a concept used throughout the EIR transportation analysis to describe operating conditions for transportation facilities, including freeways, arterials, intersections, sidewalks and crosswalks. For all facilities, Level of Service (LOS) A denotes unrestricted free-flow operations and LOS F denotes jammed forced-flow conditions. LOS D is the standard adopted by the City and County of San Francisco for acceptable surface street intersections. LOS E is the standard adopted by the San Francisco County Congestion Management Agency in 1991 for freeways and arterials on the Congestion Management Program (CMP) network. Table 8 presents LOS definitions for signalized intersections.

NOTES: Appendix C. Transportation

1. City and County of San Francisco, Planning Department, *San Francisco General Plan*, Transportation Element, July 1995.

TABLE 8
LEVEL OF SERVICE DEFINITIONS, SIGNALIZED INTERSECTIONS
BASED ON VEHICLE DELAY

Level of Service	Vehicle Delay (sec./veh.)	Typical Traffic Condition
A	$\leq$ 5.0	**Insignificant Delays:** No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	5.1 - 15.0	**Stable Operation/Minimal Delays:** An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	15.1 - 25.0	**Stable Operation/Acceptable Delays:** Major approach phases are fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	**Approaching Unstable/Tolerable Delays:** Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	**Unstable Operations/Significant Delays:** Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	$\geq$ 60.0	**Forced Flow/Excessive Delays:** Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: Transportation Research Board, *Highway Capacity Manual*, Special Report No. 209, Third Edition, Washington, D.C., 1985 (updated 1994).

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